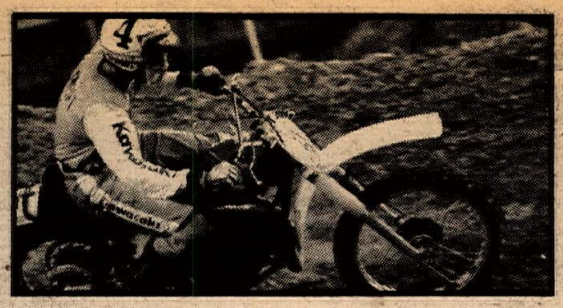

ASTROCROSS 'JAMMED' 6
YOUNG TURKS OF MX 20
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BACK-LOOK AT DAYTONA 18

CYCLE NEWS®

WEST

Volume XIII : Number 11 : March 23, 197

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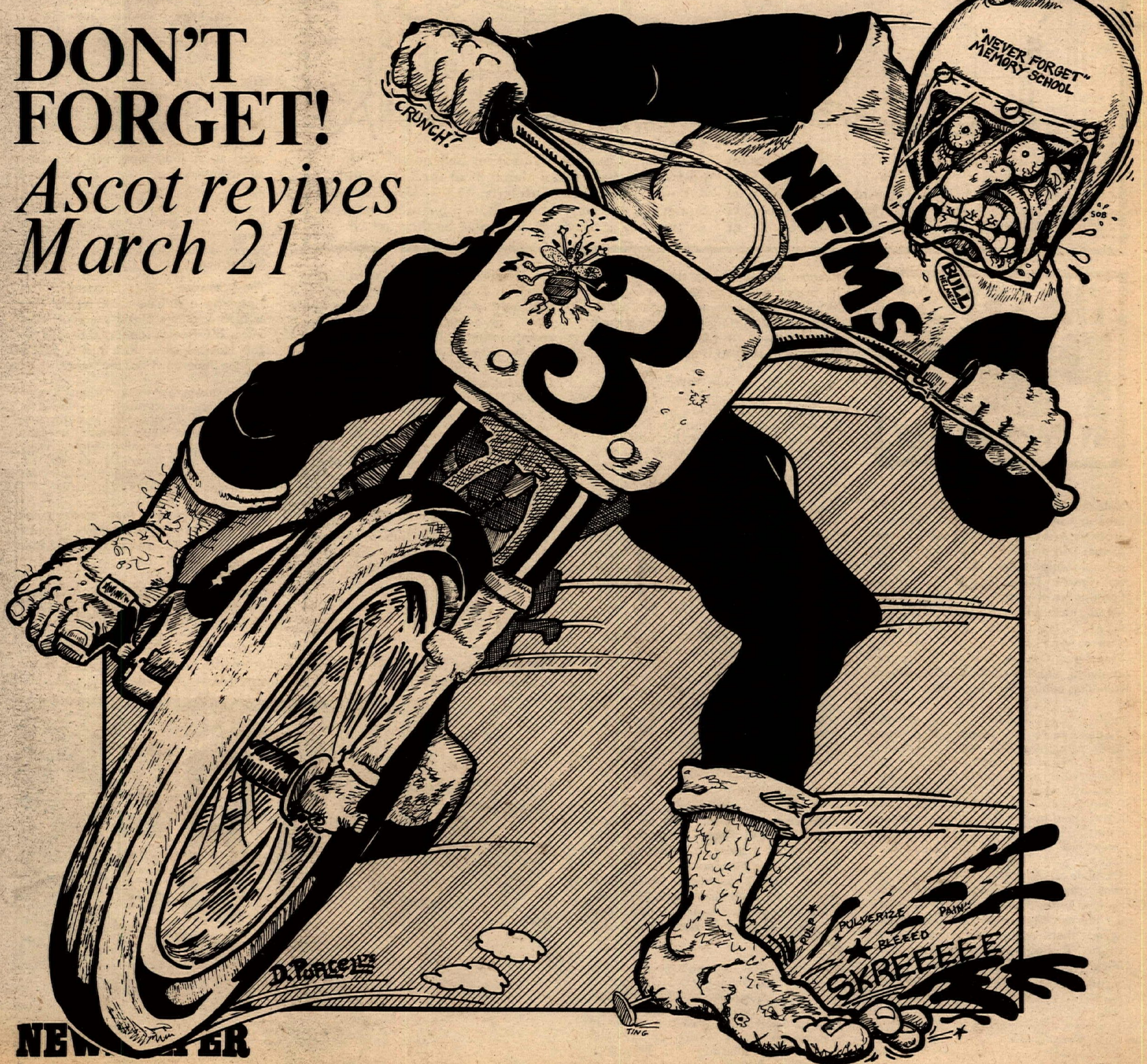
DON'T FORGET!

Ascot revives March 21



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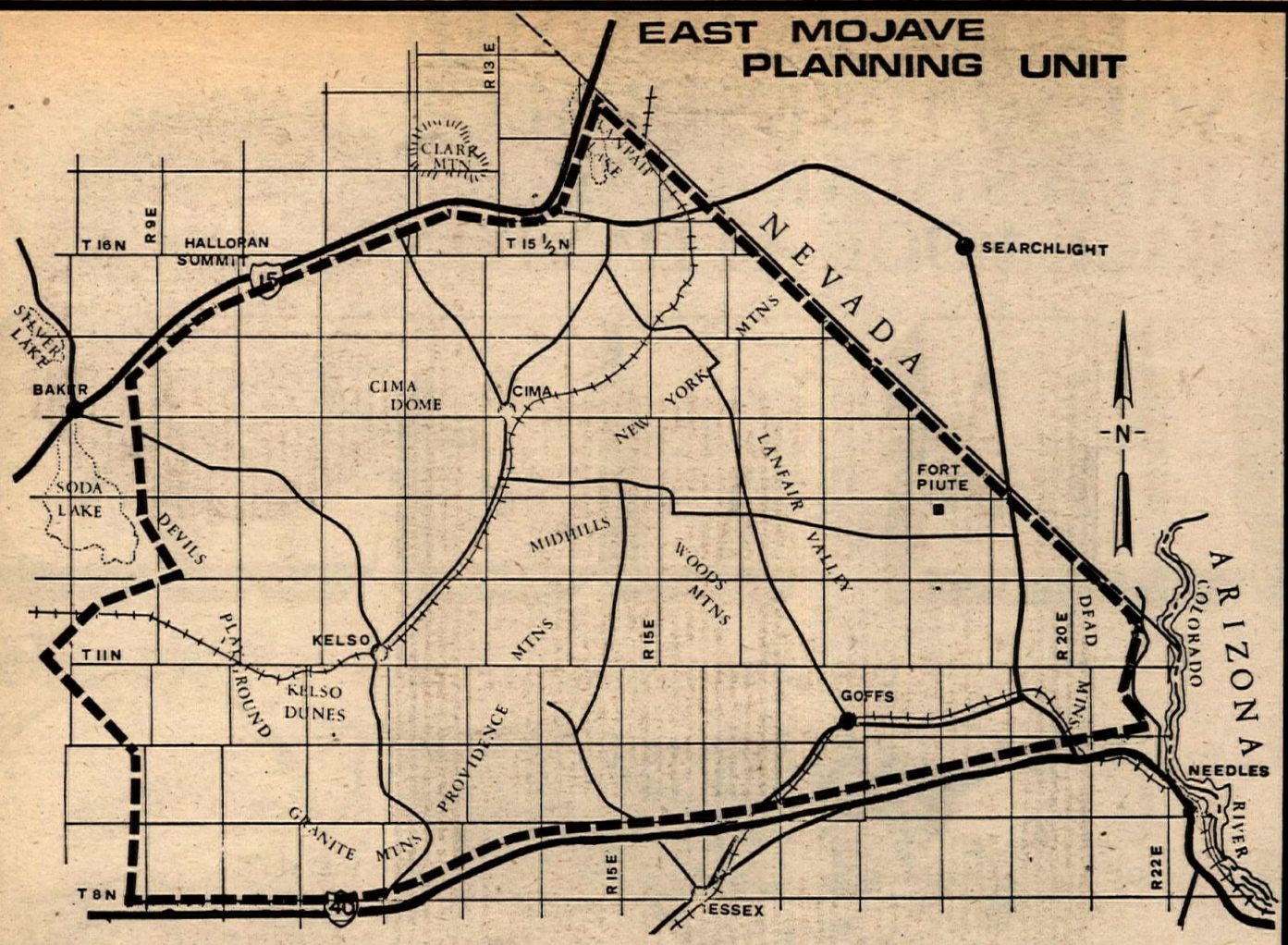


BLM has scheduled a series of Citizen Workshops on the East Mojave Planning unit (see map). One already has been held in Riverside, March 17. The others are set March 22 at Needles Elks Lodge, 1000 Lily Hilly Dr., Needles; March 23 at Telephone Complex Recreation hall north of the post office, Baker; and March 25 at the L.A. Water & Power Bldg., Main Cafeteria, 111 N. Hope St. in Smogville. Meeting time is 7:30 p.m. in all cases. As they say at drawings, you must be there to win!

THE LATEST POOP

BY PAPA WEALEY

Malcolm Rathmell (Mon) won the English trials round over Bultaco brothers Arthur and Martin Lampkin to further pad his lead in the F.I.M. world championship. Mick Andrews (Yam) was fourth, Dave Thorpe (Bul) fifth. Looking at the top ten results, home island riders apparently dominated the trial, shutting out the Scandinavian/Finnish threat. Frenchman Charles Coutard (Bul) came in eighth, slipping to third in the world standings behind Martin Lampkin.

Oops – Maywood MC got on our case about showing the Duster's Red Mtn. hare scrambles the same weekend (March 21) as Maywood's Cal City run. The Dusters run isn't until the following weekend, March 28. Maywood's race features paved road to the pits, all private land (no BLM), virgin course and only the Trail Novices go one loop. Did we get that all right?

FLASH! D-37's Jim Wells called to report that the legal defense task force jumped in on the side of BORRA to get a Sierra Club-requested injunction against their race thrown out of federal court. The decision came down in L.A. March 15.

Team T.Z. Whippy has entered aging NorCal ace Ron Tucker in the Second Annual Willet Wheelie Pre-Memorial Indoor Motocross Invitational Championship. Ron hopes that a win in this prestigious, big bucks event will get him on the cover of the National Singles Register. Lotsa luck.

Cecotto did not tweak the same ankle he broke in Europe last year (so now he's got two problems); but the earlier injury is still hurting him now and then. Italian surgeon Dr. Claudio Costa was at Daytona to tend to it during race week.

As of March 4, the Riverside County District Attorney approved the running of 750cc bikes at Corona Raceway. (Apparently, AMA noise regulation may pay off, after all). First big bike event was held Wednesday, March 10. Who knows? The way may be open for more AMA Class C racing in the area.

You know, with Corona beginning to get a handle on its legal hassles and Aggie taking a firm hand at Ascot, you can't say AMA pro dirt track is dying for lack of trying on the part of the tracks. Whatcha say, riders? People? Industry?

Too much of a good thing may have caused the cancellation of the Aspencade rally in Ruidoso, N.M. AMA's Ed Youngblood explained that "the appropriate support is simply not being offered by the police . . . " to cope with the hordes that annually descend on the small community. Organizer Til Thompson decided to close the books on the Aspencade before something happed to spoil the event's reputation.

Another qualifier, this time for AMA's Amateur Road Race Championship, is the first of a series to be held at Oak Hill Raceway, Henderson, TX. April 11 under CRRC sanction. AMA also reports that both chapters of AFM have AMA club charters and expressed intent to run a qualifier or two in California.

Old-timers who mourned the passing of the Trailblazers Banquet, circle April 24 on your calendars, as the venerable event is to be revived at the Rodger Young Auditorium, Washington Blvd. in downtown Los Angles. Contact coordinating chairman Max Bubeck at Tiger Distributing (213) 246-7132 for details.

Pat Hennen's Daytona third place Suzuki is an old campaigner; he rode it brilliantly at Ontario, then it carried him to the Marlboro Series championship in New Zealand. Now it will be joined by a new RG500 four (courtesy of down-under sponsor Ron Coleman) and he's set to travel with the Suzuki GB team to European Formula 750 and 500 GP rounds.

The Daytona Supercross paid lap money to the leaders on laps three, six, nine, etc. To big winner Tony D. this came as a shock. "Nobody told me anything about it." Asked if he would have led more laps had he known he said, "I led all the laps I could."

The third annual Cal Rayborn Memorial Half Mile date has been changed to March 28. Can Rick Hocking do it one more time?

Bit of unsolved contradiction: One slick-mag reporter told ol' Pop that Kanaya and Roberts were using a different-compound Goodyear than the rest; also that Steve Baker had been offered the same tires and declined. Another (from a different rag) said "Bull———! They were using the same tires as everybody else; they wore 'em out because they were going faster!" Goodyear's Bob Schaeffer agreed with the latter (though not in the same words), saying "We had some experimental tires left over from earlier test sessions, where we tried out about three different types. Frankly, nothing we tried went as quick or wore as long as the A1."

The Butler & Smith BMWs ridden by Pridmore and McLaughlin were turning consistant 2:17s during their Superbike Production race, good enough to have qualified well up for the 200. Instead of open resentment at the trick "production bikes", we overheard one joyful pitster say, "This Superbike Production thing is turning into a regular four stroke GP class. Outasight!"

There's one more speedway school coming at Ken Maely's ranch March 20-21 with Mike Bast as instructor. Limit 10 riders this time, to work up that final edge. Irwindale Raceway's got an open speedway practice set for Friday night, March 19, $6 per rider, six to ten p.m.

The Dirt Diggers had their Red Garter drawing the evening of March 10 at the Venice Athletic Club with a sprinkling of riders and D-37's enduro steward for observers. They didn't say who drew ones; all starting times will be mailed out to entrants.

Speaking through an interpreter, Johnny Cecotto told reporters "Roberts is the strongest rider I have ever faced . . . " and wished aloud that Kenny would race a season in Europe. Maybe next year . . .

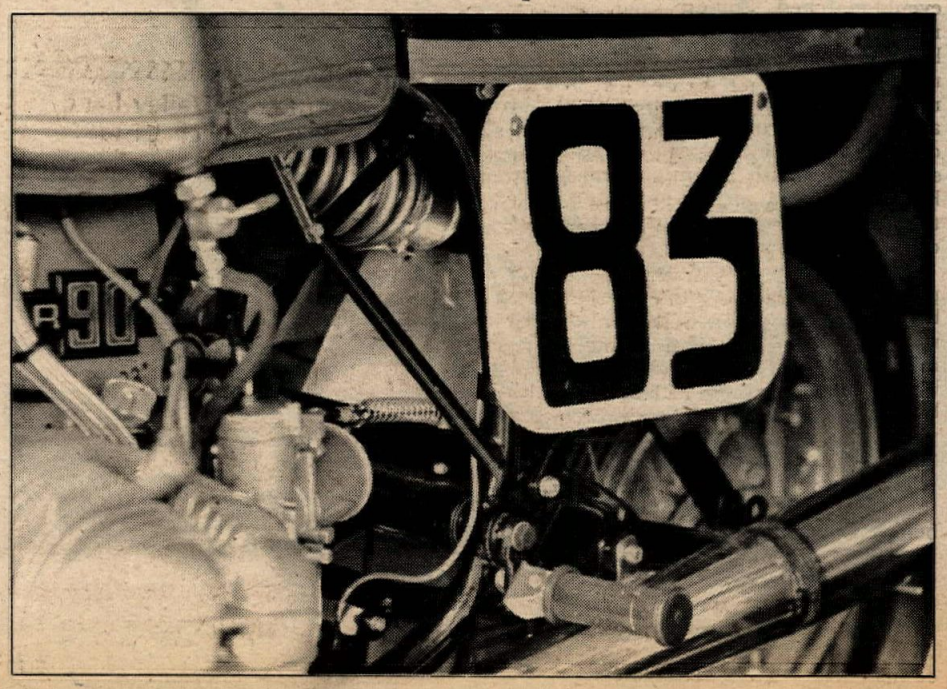
The coming Oly Superbowl of Motocross is to have a 250 feature class as before, plus a 500 Pro support class and a 250 Novice support class. It's the 250 Novices who must qualify in the coming Superbowl qualifier series.

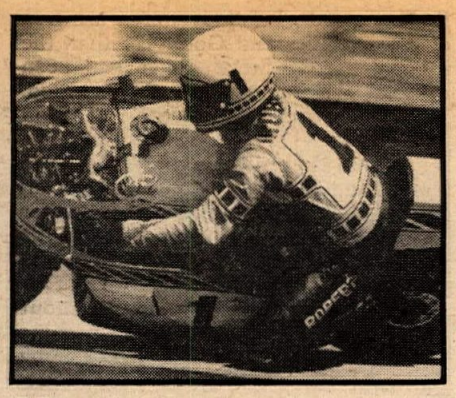
Honda motocross team manager Dennis Blanton will be leaving Team Honda on March 19th to open up a motorcycle shop in Idaho. While Dennis is in Idaho selling Hondas the team will be managed by Terry Mulligan. Dennis did an exceptional job of feeding and caring for the megabucks Honda racing effort.

We just heard that transplanted ex-Husky motocrosser Gunnar Lindstrom is the new editor of Dirt Bike magazine. Right on!

The Mint 400 drawing has been rescheduled from March 7 to March 26 at the Mint Hotel in Vegas, 2 p.m.

Hidden under there is the slickest play on production rules yet – the Koni monoshock fitted to Butler & Smith's Superbikes. And the show rolls on . .





Kenny goes on two cylinders

By Joe Scalzo

Kenny Roberts is calling for the American Motorcycle Assn. to cut the present 750 road race formula down to 350 or even 250cc. If it isn't done by 1977, the great two-time Number One hints he may never compete at Daytona again.

Fresh from a hair-raising tire blow-out in the closing stages of this year's 200 mile classic — Roberts insisted: "Speeds at places like Daytona have gotten too fast for safety anymore. One riding error, one mechanical breakdown and you're helpless. Racing is always risky, but going 180 mph on Daytona's front straightaway is too much. You can't even read the scoreboard anymore, you're moving so quickly."

He continued: "Today's speeds are nothing compared to what they'd be if someone like Kel Carruthers at Yamaha got serious about it. There's probably an additional 40 horsepower in my TZ 750 that Kel can get any time he wants, or feels we need it."

Safety, Roberts indicated, was only part of the reason he was advocating a switch to 250 or 350 road equipment. He also cited the high cost of racing. "In the last couple of months," Roberts said, "some factories have had to withdraw their teams from racing. More top riders are presently out of work than we've had in a long time. Something should be done about the high cost of racing, and one of the best things would be a switch to 250 equipment. You can't make a 750 road racer for $2000. But you can darn sure make a 250 for that price."

"Something else too: almost every factory has a real good 250 model — Yamaha, Kawasaki and Harley-Davidson all do. There's only a few horsepower difference between them. But the present 750 formula is never going to be equal. One year our Yamaha team might have more horsepower than Kawasaki, the next one Suzuki might have the most, and each increase makes for more speed and expense and for strung-out races."

Said Roberts: "If I were a spectator, the type of racing I'd want to see [is] evenly-matched bikes and evenly matching riders, really getting it on, bunched together in a pack for an entire race. It's a much greater test of skill to race a 250 machine to its limit than it is a 750. I raced in both classes, and no one can tell me it doesn't take more skill to ride with a limited amount of horsepower and get the most out of it, than it does to ride something that's as overpowered as a 750.

"On a 250 you've got to take a proper road racing line in the corners, be crisp with your braking and shifting, run flat out all the time and make no mistakes at all. You can't hit your brakes and then grab a handful of power because there's no extra power to help you. The bike won't go anywhere. A 250 takes finesse."

Concluding, Roberts said: "I've thought about it a great deal, and truly believe a switch to 350 or 250 machines in U.S. road racing would be in the best interests of everyone. We could knock 20 mph off top speeds and no one would know the difference. Racing would be safer, less expensive, more competitive — and a better show." ●

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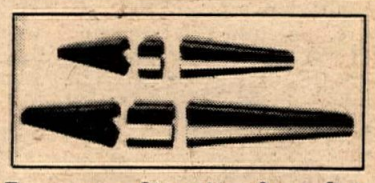

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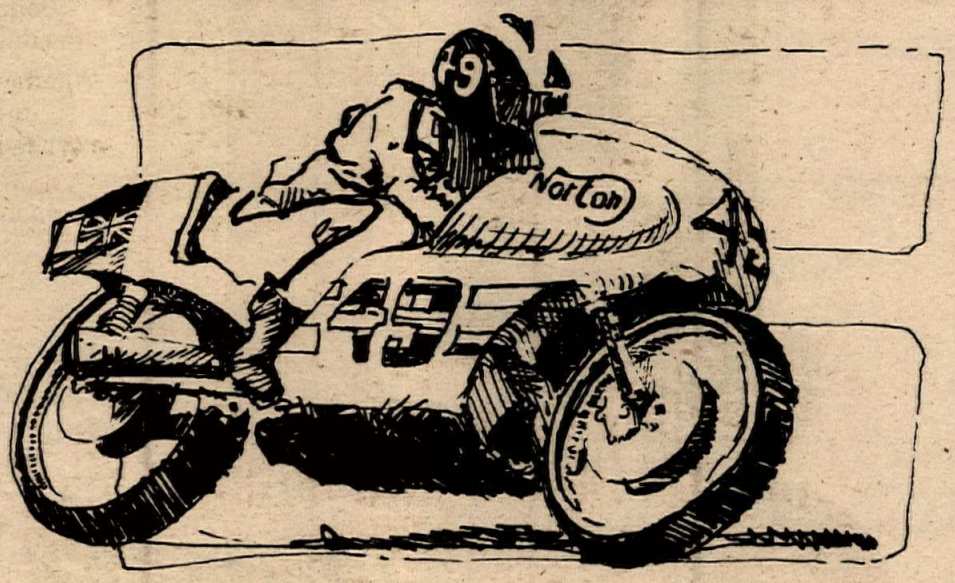
VOICES OF THE WEST



The real "Over the Hill Gang"

I know of a group of about 35 retirees in Sun City, Ariz. which makes a lot of noise on its weekly outings known as the Sun City Power Riders. Tooling down the freeway in a staggered line, sometimes a mile long, the senior citizens draw stares from passing motorists.

"Well, we don't pay any attention to them," says Jack Shirkey, 76 who drives while his wife, Myrtle, 73, sits behind him.

The Power Riders – formed in 1970 in this retirement community outside Phoenix – have members ranging from 50 to 76. Once a week they ride in a pack to a chosen site, usually within 50 miles, have lunch or a cook-out, and ride home. One group of them has ridden to the White Mountains and back, a 260-mile round trip.

Shirkey, a former oilfield worker and airline employee, has been riding motorcycles since boyhood. He began riding regularly again when he joined the Sun City Power Riders.

"I'm gonna ride as long as I can, and the rest of us feel about the same way," he said.

REED HILDRETH
St. Paul, Minn.

Snakes alive!

Re: Vince Balch's suit against Saddleback Park for damages received from a snake bite (Cycle News, Feb. 17). The pushing of one's responsibilities on to others, i.e. Saddleback Park, if it continues, will probably cause the closing of the facilities. Would it be caused due to the high cost to insure against the occurances of "snake bites" or the impossibility of its prevention? Should Saddleback form vigilante groups and go on snake hunts, or is it back to the old story of trying to fit ourselves into the environment?

LYNN SMITH
Capistrano Beach, Calif.

I dunno, but if some dumb snake ever has the guts to bite me, I'll snap him up by his tail, whomp his head on the closest rock and bite him back. To heck with trying to sue him . . . Editor

Checkpoint shifts into high gear

The Checkpoint M.C. is actively recruiting new members. For the past several years we have been the number two D-37 enduro club in points and we feel that with a little help from some of you readers who ride unattached, we could become number one in 1976.

The club is made up of active and associate members. Membership status is based on individual participation in club activities.

In 1976 the club will pay back entries to any active member finishing in the top ten overall in any D-37 enduro. Jerseys will be furnished free to active members.

We meet the second Tuesday of every month at Fitzgeralds Restaurant, 1810 E. Katella, Anaheim, CA. 8:00 p.m. is key time. For info. call 714/998-0393.

DICK HARRIS
President, Checkpoint M.C.
Anaheim, Calif.

Lawdy – what to do

It seems that the head of the L.A. County Sheriff's Dept. in Lancaster has a personal dislike for dirt bikes and has convinced his patrolmen that all dirt bikers are created equal. All scum of the earth! They have even incorporated the use of dirt bike patrolmen, two new Ramchargers and the good ol' eggbeater to apprehend the mass number of lawbreakers. They cracked down on the Hi-Vista area and issued approximately 100 citations for bravery.

The police, with their strong devotion to duty, are driving kids from this clean, healthy sport to other forms of entertainment, (robbery, theft and drugs). Could you help these kids and inform them of some of the legalities, such as distance from homes, unposted private, county and BLM property?

ERIC GORDON
Quartz Hill, Calif.

Your best bet is to request a California Desert Vehicle Program map from the BLM, Federal Office Bldg., 2800 Cottage Way, Sacramento, CA 95825. It's free (except for the postage stamp). Otherwise, unless you have a signed permission to pass statement from the local property owners, city, county, etc., you are liable for citation at any time. This bit of info. goes for any county throughout the state. As far as the Hi-Vista situation is concerned, a meeting took place March 13 between law officials and ORV enthusiasts at the Hi-Vista Community Hall. The outcome of that conflab will be reported as soon as it is available . . . Editor

Woe is us

There, you see? A foreigner's gone and won America's own Bicentennial Daytona 200. Now will the AMA listen to me and move the race back to the beach course to insure us an American winner in '77?

DAVE RAMSEY CMC RR No. 51
Orange, Calif.

I doubt it! But you could suggest moving the Daytona 200 to the Bonneville Salt Flats. They might go for it . . . Editor

Hi Mountain love affair

The Hi Mountain Enduro was fantastic. I would like to thank the Cal Poly Penguins M.C. for the best enduro I have ever participated in.

I'm sure this enduro would not have been possible without the help of the U.S. Forest Service and Ranger Joe Stuttler.

STEVE HICKS
Avila Beach, Calif.

I want one

In your January 6, 1976 edition of Cycle News West, you featured a trick Honda 350 cafe racer. However, you didn't say what kind of fairing the bike has. Have you got any idea if I could get one like it to fit an RD 350 Yamaha? I sure would like to buy one if I could.

RON DILLON
Caldwell, ID

That was a fairly standard Read/Titan fairing on the $4000 rose bush, and yes, it will fit your RD. Pearce's Garage, 729 S. Central Ave., L.A., CA 90021 (213)627-2651 still has a few left . . . Editor

If I were you

I have been going to Ascot for about eight years now. Sometimes I would go all season without missing a single Friday night or a National. But that's all changed now and here's why.

If you're going to promote races you have to run it regularly, not Friday night one week and Saturday night the next. Also, if you want to draw fans you've got to have names such as Romero, Aldana, Hocking, Gennai.

Ascot is a very dangerous track. There are places on that half-mile that you need a flashlight to see where you're going, and at 90 mph you have to see. Get some flagmen who know what they're doing. I've seen many easy fall-downs turn into really bad crashes because of bad flagmen and insignificant caution lights. The lights at the end of the straights should be bigger and a big red light should be installed in the middle of the back straight, the same in the front. Hang the light about 15 feet off the ground so when you come out of the north or south turn you know what's going on ahead.

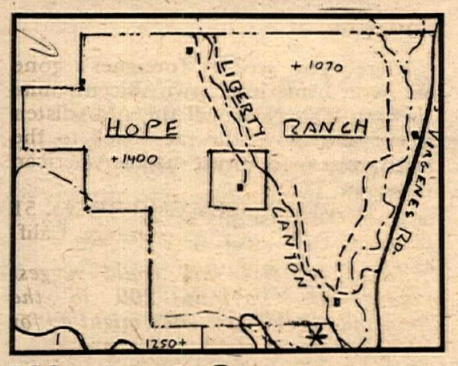
I'm glad Mr. Agajanian is back at the handles again, I sure hope he reads this.

GREG NEWGARD
Burbank, Calif.

We're glad Aggie's back too. Maybe he will post a suggestion box in a conspicuous spot for some more nifty ideas from the bleachers . . . Editor

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

WRITIN' AROUND



We lost Century, there still is Hope

Recently I participated in a workshop organized by the California Parks and Recreation people. I hate these things. I always feel like the token Barbarian on the Roman Empire advisory committee.

This time I took along my 7-year-old, James Brian for company and because everybody else, including the babysitter, was at Daytona.

At the respectable hour of 10 a.m. we gathered in the parking lot of what used to be the back lot of 20th Century Fox, now officially Malibu Creek State Park. A kid on a minibike buzzed like a wounded locust around the temple set where Kung Fu was taught and Steve McQueen, in "Sand Pebbles," was shot. Brian stared enviously at the scooter, then chased after it.

We picnicked (bring your own bread and water) near the fort set and strolled past the fascinating worlds of The Swiss Family Robinson (their windmill still works), Planet of the Apes, MASH, and the Towering Inferno (only three stories tall). I marvelled at the magnificent illusions that had been created so recently in this place.

Cut to the workshop, at the state nursery nearby. "Remove all man-made edifices and structures, sets, etcetera. No movie-making," an elderly woman is reading aloud her work-group's recommendations to about 30 of us, most of whom nod firmly at the end of each item. "... No motorcycles or motor vehicles allowed within the park ... no noisy games allowed ... No people under 30 except in groups supervised by a docent," nod, nod. We've heard it all many times.

I don't try to corrupt the older ladies on these outings with my recreationary, revolutionary spoutings, and the young men are not worth the task. They are their mamas' boys. It is pleasanter to converse with the younger ladies, who are attracted by my Yamaha sweatshirt and can see by Brian's hand in mind that I am safely married.

I talk of Hope and, the 1400-acre parcel to the north that Parks bought from the comedian. It would make a terrific ORV playground, more probably a golf course, I say, and they always say, "oh, there are enough golf courses." Finally they say, well there may be a need for racing and recreation, but you should buy the places with your own money. Then I tell them about the green sticky program. How we tax ourselves and have money for creating ORV paradises on public lands.

Hope exists for the state Parks and *Recreation* department to live up to the italicized part of their job and grant us motor vehicle recreation rights in the hills and valleys of Hope Ranch. I hope that the next workshop I attend will be to help guide the rangers in developing, with green sticky money, the best dirt-bike and roadrace recreation park in the world, on the corner of Mulholland Hwy. and Las Virgenes Rd. in West Los Angeles.

Charles Clayton

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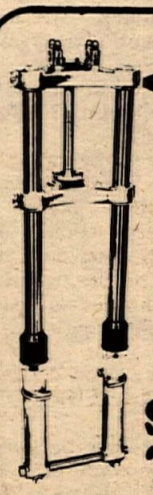

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There's no place like 'Dome

By Jody Weisel

HOUSTON, TEX., MAR. 12-13

Like the "Thrilla from Manila" or the first Ali-Frazier rematch, two earth-shakers Tony DiStefano and Jimmy Weinert were the main event in the second round of the five-race AMA Supercross Series. With a two night Houston crowd in excess of 50,000 cheering each flurry of action. Jammin' Jimmy took the win on a split decision. The Astrodome motocross track was a tight and twisty one minute serpentine that offered few passing opportunities to the timid. The least timid of the 30 National stars, Weinert and DiStefano, came out "smokin' and they weren't jokin'." The $20,000 purse would go to the two-wheeled pugilist who could poke, prod and spar his machine fastest around the indoor dirt ring. For Jammin' Jimmy Weinert and his Kawasaki three holeshots out of the four motos (paired with a couple TKOs to his opponents) was the key to success as he went 7-1-1-2.

The unique four moto program was divided into two motos on Friday night and two motos on Saturday. Weinert's win breaks the Tony D. hammerlock on first place that had extended to eight out of the last ten races. Texan Kent Howerton took a solid second place by running behind the strife and turmoil up front to go 2-3-3-5.

In the 500 Support class Rich Eierstedt wanted to prove he belonged in the National class and did so by proving he didn't belong in the Support class. Eierstedt took his factory RC Honda through, around and under the pack to win three of the four motos convincingly. Gary Chaplin made up enough ground with come-from-behind pushes to secure second overall while an inconsistent Arkansas farm boy, Tony Wynn, came back from a poor Friday night showing to win the third moto wire to wire and garner a third overall. Texans Keith Duffy and Bobby Pickard showed flashes of brilliance during the two nights. Duffy from Houston ran way up front in all four motos but tired out Friday night and crashed out on Saturday. (He was disqualified for receiving outside assistance following a crash over the cross-over jump.) Pickard picked off fourth overall for the two nights work.

Friday 250 super session

When the $700 worth of electricity that it takes to turn the Astrodome lights on for an evening had been spent, Tony D. (1-2) and Kent Howerton (2-3) shined on. The constant turn-gassit-turn layout of the Harold Murrell prepped course demanded aggressive bump and run tactics. No one passed without touching the other guy and heated duels looked like mechanical boxing demos. Suzuki's Tony D. and Steve Stackable led the first moto to the flag, but Husky's Kent Howerton, with a brilliant dive-and-drive move in the last corner, actually flew past Stackable in the air as they crossed the checkerboard nylon. Jimmy Ellis (C-A) took fourth after leading early and going down in the hairpin. Promising Yamaha rider Bob Hannah was a strong fifth. Weinert was back in seventh after having been as high as fourth early in the moto.

The second go was motocross at its finest as three national champions probed and prodded every conceivable line on what many called a "one line track." For 19 minutes out of the 20 minute moto Weinert led with Marty Smith charging under him in every corner while Tony D. constantly pulled in next to both of them. Smith's tranny blew with two laps to go and the stage was set for a repeat of famous past Tony D.-Jimmy Weinert clashes. DiStefano tried to dive under; when that didn't work he tried to slingshot; then he tried to out-jump Jammin'; but Weinert held his line and the win. Howerton was third, Hannah fourth and Semics fifth.

Saturday under the Dome

30,000 people filed into the world's largest Thermador as word spread through the local papers and shops about the resumption of battle. The drop of the gate and Jammin' Jimmy's holeshot brought the crowd to its feet. Weinert put his head down and pulled away to win without pressure. Jimmy Ellis moved up past Don Kudalski and closed ground, but it was too little. Ellis crashed and DNF'ed the second Friday moto, but points were being paid by moto for the overall series payoff. Kent Howerton again ran a clean, steady third to set up the final moto as a Weinert-Howerton showdown. Tony D. thought he jumped the gate, slowed for a restart, got going again, crashed three times and spent some time picking haybales off his body. The big D finished 14th. Marty Smith, on a new model works bike, finally got unrailed to finish fourth. The best he could do all weekend. Bob Hannah took his Bill Boteka-tuned Yamaha to fifth with Mike Runyard sixth.

The tension on the line was short-circuiting the two million dollar electronic scoreboard as Weinert (7-1-1) and Howerton (2-3-3) consciously avoided looking at each other. Hannah (5-4-5), Stackable (3-7-8) and DiStefano (1-2-14) all had a shot at third. Jimmy Weinert took his third straight holeshot with DiStefano wearing his knobbies down in pursuit. Howerton over-braked going into the first corner and Runyard went down with Bob Hannah landing under Jimmy Ellis' front wheel. For half the moto it was Weinert and DiStefano several interlocking turns ahead of the pack. Tony D. got a wheel under coming into the right hander over the cross-over jump. Side by side the Suzuki and Kawasaki took a left, right and a jump with Tony D. securing the lead. The Jammer gave chase, but didn't need to beat Tony to win. Meanwhile, Stackable and Steve Wise were welded together in third and fourth with Kent Howerton moving into fifth at the end in an all-Texas effort.

An ecstatic Jimmy Weinert collected champagne, wreath, trophy and a giant chunk of the $20,000. Kent Howerton took a disappointed second place with double moto winner Tony D. in third, Stackable fourth and Bob Hannah fifth. For Team Kawasaki it was the first win in a long time. For Team Suzuki it was the first loss in a long time. Team Honda's new bikes were a long time coming, but not right tonight. For Team Can-Am it was a long weekend. Team Yamaha looks like it will have a winner in the long run, and for the moto-fans it's going to be a helluva season. ●

Tight-coiled Astrotrack favored fast starters and heavy bumpers, like Ellis and Big D in this scratch (below). Opposite page, a berm's eye view of the Jammer. Inset, Rich Eierstedt had a point to prove: 1-1-2-1.

PHOTOS BY JODY WEISEL & DAVE NEILSEN

Results

250 FEATURE: 1. Jimmy Weinert 7-1-1-2 (Kaw). 2. Kent Howerton 2-3-3-5 (Hus). 3. Tony DiStefano 1-2-14-1 (Suz). 5. Bob Hannah 5-4-5-7 (Yam). 6. Marty Tripes 11-6-9-10 (Bul). 7. Gaylon Mosier 6-15-11-8 (Mai). 8. Pierre Karsmakers 8-8-10-16 (Hon). 9. Marty Smith 10-23-4-9 (Hon). 10. Terry Clark 16-11-15-6 (Hus). 11. Gary Wise 9-23-13-4 (Kaw). 12. Gary Semics 12-5-22-12 (Kaw). 13. Jim Ellis 4-23-2-23 (C-A). 14. Mike Runyard 14-13-6-23 (C-A). 15. Mike Kessler 21-9-17-15 (Yam). 16. Doug Raines 18-12-19-14 (Kaw). 17. Arlo Englund 15-18-23-11 (Kaw). 18. John Savitski 22-14-18-23 (Bul). 19. Tommy Croft 13-16-16-23 (Hon). 20. Jim Turner 17-17-20-17 (Suz).

OPEN (SUPPORT): 1. Rich Eierstedt 1-1-2-1 (Hon). 2. Gary Chaplin 7-2-3-2 (Suz). 3. Tony Wynn 6-4-1-3 (Suz). 4. Bobby Pickard 4-3-8-10 (Pen). 5. Wayne Boyer 11-11-4-4 (CZ). 6. Trey Jorski 5-6-5-15 (Kaw). 7. Bob Harris 3-9-19-11 (CZ). 8. Ricky Kidd 12-5-12-14 (Hus). 9. Dewitt Knox 14-15-11-5 (Yam). 10. Danny Weir 13-8-10-16 (Bul). 11. Mike McIntosh 17-14-14-6 (Suz). 12. Mike Jones 25-13-7-7 (Kaw). 13. John Ayers 9-30-9-12 (Mai). 14. Chris Dublin 18-10-12-13 (Mai). 15. Barry Duncan 16-20-13-17 (Yam). 16. Keith Duffy 2-7-30-30 (Suz). 17. Bill Green 8-16-18-30 (Bul). 18. Pat Richter 30-30-6-8 (KTM). 19. Tracy Knightton 20-30-17-9 (Suz). 20. Stephen Floyd 21-21-15-19 (Bul).

STORY & PHOTOS BY DALE BROWN

Marland gets the V.O.T.E.

Novice rider with a heavy-duty kibitzing section — Leavitt at left, Lersch and Schreiber at right.

TEXAS CANYON, CAL., MAR. 13-14

Dropping only 18 points through two days and 80 sections, Marland Whaley (Hon) won the second round of the California State Championship, The Valley Observed Trials Enthusiasts' St. Patrick's Day 2-Day.

In contrast to last year's snow, mist and hail, this year's event was run under perfect conditions. Using mostly last year's loops and sections, riders left each morning, one to the minute, for 90 minutes. They had five and a half hours to complete two tours around the 20-mile loops, plus an hour grace.

On the first crack at Saturday's loop, Marland dropped only three points. Bernie Schreiber (Bul), the previous winner, turned in a six, followed by Lane Leavitt's (Bul) ten. On the second tour, Marland didn't do quite as well, dropping eight, while Bernie lost ten.

One interesting section was Ten, where the riders started up a gully and the Experts were sent on a dog-leg up a pair of five-foot rock ledges, the second one being three feet after the first and covered with loose dirt. There were five cleans on the first lap and the rest were fives. On the second loop both Leavitt and Schreiber scored twos, while Whaley cleaned it for the second time, the only rider to do so.

The loop offered plenty of variety, things such as rocky gullies, uphills, long, steep downhills and other miscellaneous goodies. Many of the Novices finished into their grace and tired as well.

Sunday morning dawned and the action shifted to a different course. The first six sections were close together in a rock-strewn gully. Section Two was easier than last year, with the Experts' entrance into the gully not quite so steep. The Amateurs and Novices had a hard right turn at the exit while the Experts went up and turned around on the hill, came down and had a hard left to make.

Whaley had a five-point first loop, three of which he lost in Section 20. Nineteen and 20 ran back to back, a long, rocky ravine with a steep entrance in 19. The Experts had little trouble with 19, but in 20 they were sent up and down the sides of the ravine, until the exit, where they had to turn left up a three-foot vertical ledge. Bernie took a one, Marland a three, and Lane a five on the first attempt. Many riders were making a deliberate dab at the turn up the ledge. Finally Jeff Fish was able to pull the front end up and around far enough to blast up the slope and clean the section. He was the only rider to clean it all day.

The second time around. Whaley turned in a terrific performance, dropping only two points in sealing the win. Schreiber, who could have retired the perpetual winner's trophy, ended the weekend with 31 points lost, good for second. Leavitt, who won the first round of the State Championship, finished third, with 52 points gone. Gary LaPlante (Bul) took fourth.

Greg Carter (Mon) had his way in the Amateur class, losing 26 points, while runner-up Jim Mulcahy (Bul) dropped 40. In the Novice class, Dean York came in on his grace, but still won with a 69.3. Fred Gross finished second, and in at fourth (decided by the number of cleans) Mike Bast won the battle of the speedway racers over Jim Fishback (Yam). Marvin Russell (Bul) won the Senior class, and while it took Red Collins a pair of bikes to do it, he finished and got a trophy for oldest finisher. ●

Results

TROPHY WINNERS

EXPERT: 1. Marland Whaley 18 (Hon). 2. Bernie Schreiber 31 (Bul). 3. Lane Leavitt 52 (Bul). 4. Gary LaPlante 55.7 (Bul).

AMATEUR: 1. Greg Carter 26 (Mon). 2. Jim Mulcahy 40 (Bul). 3. Rick Spruell 45.5 (Bul). 4. Tom Burman 59 (Bul). 5. Randy Rader 60.1 (Bul).

NOVICE: 1. Dean York 69.3 (Suz). 2. Fred Gross 82.5 (Bul). 3. Lance Verburg 84, 45 cl. 4. Mike Bast 84, 40 cl. (Mon). 5. Paul Webster 87.2 (Yam). 6. Jay Reynolds 91.6 (Hon). 7. Ken Crocheron 93 (Kaw).

SENIOR: 1. Marvin Russell 66 (Bul).

KIDS A: 1. Derreck Bernard 14 (Bul).

KIDS B: 1. Mike Stone 16 (Yam). 2. Michael Lauxen 32 (Hon).

WOMEN: 1. Darla Smith (32). 2. Frank Oldroyd (36).

BEGINNER: 1. Glenn Lirhus 16 (Bul).

Lampkin squeeks Spanish trial

By Lane Campbell

TARRASA, SPAIN, MARCH 7

Though Ulf Karlson (Mon) had won the 10th Trial Sant Lorenc del Munt on observation by one point, Martin Lampkin (Bul) squeezed into first place by virtue of fewer marks lost on time. Duncan MacLeish, who hand-carried the Motor Club Tarrasa's computer-generated results back to make this report possible, reported a fantastic trial among terrain features reminiscent of Northern California; with some sections being virtually sheer rock walls. (Duncan actually had to walk through somebody's house to get from section to section – the ground was that steep and the trails that narrow.) Malcolm Rathmell (Mon) kept the championship points lead with a fourth place finish.

Sole American in the round, Martin Belair (Mon) was started with the supposedly second-division riders, but worked his way to 22nd overall (among the 30 first-stringers) out of the 96 international entrants.

One interesting feature of the club's results printout was a calculated "coefficient of difficulty" for each of the trial's 24 traps; basically the average points per rider that were dropped in each. The worst, according to the tally, were four (4.21) and seven (4.12) whose coefficients indicate more fives than anything.

The leaders both one-dabbed four in the first round, but Lampkin fived seven while Karlson paddled through. Next time around, it was Karlson's turn to paddle four while Lampkin one-prodded it; then Martin cleaned seven while Karlson paddled again for a three. For Lampkin, it was a giant second loop effort, as he'd dropped 26 to Karlson's 18 the first round. Both riders got hot and clicked off a nearly unbroken string of cleans in the last twelve traps for a rousing finish that was to be decided on time penalties.

The American presence that was and wasn't

For a change, the proceeds from ATA's Trial de Espana did not send a group of riders to Spain. Instead, the money is to be used to send top SoCal riders to the Scottish Six Days Trial later this year. Marland Whaley and Mark Eggar are known to be among the group going.

That left Martin Belair the lone American, as Lane Leavitt, who has in the past had a Bultaco factory ride, was committed elsewhere. Martin's way over had been paid by Montesa Motors "by way of thanks" for sticking with the marque in the face of factory offers to ride other brands. (Martin has been outspoken critic of some factories' tendency to "professionalize" trials riders.) ●

Results

1. Martin Lampkin 36.7 (Bul); 2. Ulf Karlson 37.2 (Mon); 3. Manuel Soler Alegre 37.3 (Bul); 4. Malcolm Rathmell 49.4 (Mon); 5. Yrjo Vesterinen 49.8 (Bul); 6. Charles Coutard 52.2 (Bul); 7. Mick Andrews 53.9 (Yam); 8. Jaime Subira 56.5 (Mon); 9. Javier Cucurella 62.7 (Bul); 10. Rob Shepherd 65.0 (Mon); 11. Bo Nilsson 68.3 (Oss); 12. Jean M. LeJeune 70.6 (Mon); 13. Robert Edwards 72.0 (Mon); 14. Alfonso Soler Perarnau 73.0 (Bul); 15. Alan Lampkin 75.8 (Bul); 16. Felix Krahnstover 76.0 (Mon); 17. Benny Sellman 76.4 (Mon); 18. Martin Terra 77.8 (Bul); 19. Thore Evertsson 81.1 (Oss); 20. Alberto Juvanteny 83.0 (Oss).

WORLD TRIALS CHAMPIONSHIP STANDINGS AFTER SPANISH ROUND: 1. Malcolm Rathmell 29 (Mon); 2. Charles Coutard 27 (Bul); 3. Yrjo Vesterinen 25 (Bul); 4. Martin Lampkin 24 (Bul); 5. Manuel Soler 20 (Bul).

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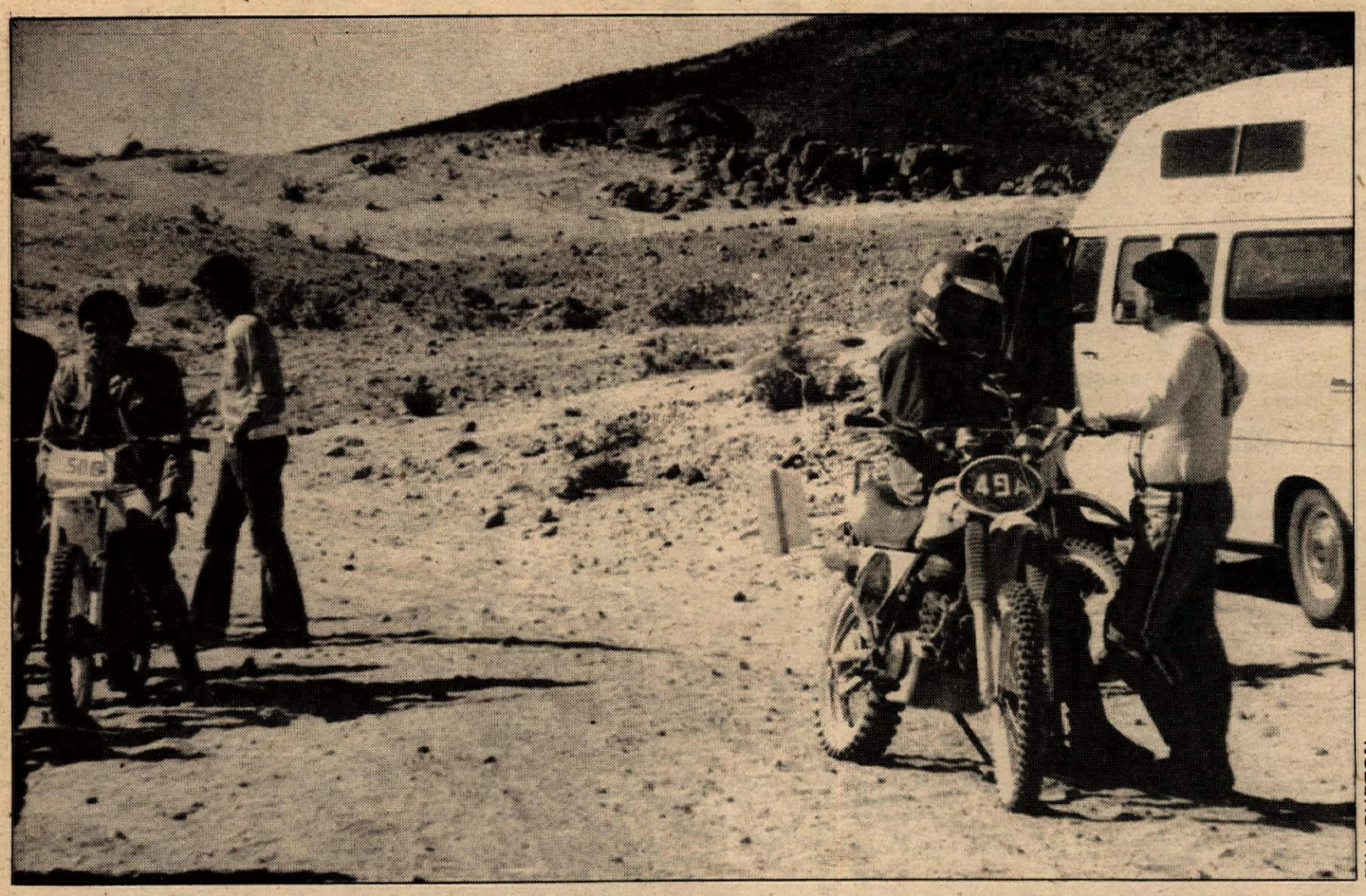

BILL BURTON

Excitement in the pits at the Chaparral Coyote Enduro. What can we say, the pictures were over-exposed.

Chaparrals coyote enduro

By Larry Langley

LUCERNE VALLEY, MARCH 7

The Chaparrals M/C had gone to great lengths to lay out an interesting enduro. The second loop extended up into the San Bernardino mountains. Two weeks before the enduro, the BLM refused the Chaparrals permission to cross over to the National Forest land (of which permission had already been obtained for use). The club had to hastily lay in another desert loop, much to everybody's disappointment. Maybe it was a blessing in disguise as the loop caught considerable snow.

The alternative second loop was also the C loop. While the A and B riders rode the first loop, the C's were tackling the second at 18 MPH average. The loop was a good challenge for the C riders without killing them, being long (around 50 miles) with a variety of terrain to make the Cs work at enduro riding. J.R. Dutchess on a 175 Honda lost just two points to lead the Cs in. Dave Phelan lost three points to come insecondC on a 250 KTM. First Open C was Mike Baker down at eleventh overall.

Special mention should go to one who shall forever be known as Dick "Blazing Saddles" Bain; a good friend of one of the Chaparrals who had been talking for a long time on how easy enduros were and he could handle them on his 90 Suzuki. They finally got Dick to enter and up til the time he started he was supremely confident the course was a snap. Five hours and some odd minutes later he staggered into the finish totally wasted. They had to pry his hands off the handlebars; they were in a death grip. Dick had lost a total of 417 points but had indeed finished. Cowboy boots and all. So Blazing Saddles, show up at the trophy presentation and pick up your award, you earned it.

Meanwhile on the first loop, the first check caught some A and B riders late, as it was located after a sparsley marked rock field. Much to the rider's surprise it was also a tie-breaker which ended up deciding the enduro. The loop was not overly difficult, but kept you moving right along to maintain the average.

One check was located at the top of a sand hill after running in sand dune type terrain. After the sand loosened up the small bikes had a chore getting up to the check. Many pushed. After the check the course went down a steep sand hill which psyched out some of the B riders. One was just sitting there contemplating how he was going to make it down when Mike Hannon *upshifted* to third and went over the edge WFO. About 50 feet down, he hit fourth gear and was gone.

The last check was manned by District 37 Number One Reggie Krong. Reggie's check was one minute off. Tsk, tsk. Asked to explain, Reggie replied that how did we know he didn't do it on purpose to see if we were on our toes. Sure Reggie . . .

The second loop was all 24 MPH for As and Bs and this gave the riders fits. It seems going to the five mile check a portion of the course was cut and most riders ended up with a greater speedometer error than was actual. The second and fourth checks were the ones most riders were off on, and both were protested. However, a recheck by the Chaparrals showed an error of less than .05 so both checks remain. Mike Hannon and Tom Spurlock burned the fourth check by a minute, leaving them in a tie for first.

The third loop was strictly "A rider", laid out by Team Honda's Jay Tullis and only 27 miles long. As it turned out, it wasn't too awful tough but it was challenging with two 30 MPH averages in the loop. One sneaky check just before a tough section caught the gamblers who rode too early. Then the next check was balls-out. The last check was a timekeepers check just five miles from the finish with a 30 MPH average race in.

When all was done, and protests resolved, Windsor Tank sponsored Tom Spurlock (Hus) had won his third enduro in six months, beating out Bultaco rep Mike Hannon at the tie breaker. AAA Cycle owner John Townsend beat Ron Fry (400 Yam) for third with old Billy Goat himself, Dan McKinney fifth on his 250 KTM. First 175 was Gordon Dickson at 16th overall with four stroke mounted Jerry Counts second 175 which puts him into the lead for the 175 plate.

The B riders championship was decided at the tiebreaker also as four riders lost three points. Checkpoint Gary Chase edged Monte Montague for first. Chuck Miller (250 Yam) and Mike Weber (250 Pen) wrapped up third and fourth respectively.

Unfortunately there was one serious injury when Kurt Hathaway crashed and ruptured a kidney. His handlebars got him when the bike came down on him. Emergency surgery was necessary and one kidney was removed at St. Mary's Desert Hospital in Apple Valley. I'm sure Kurt would appreciate a card. The address is 18300 Highway 18, Apple Valley, CA 92307. Phone (714) 242-2311. ●

Settin' up & movin' out at Rawhide MX

By Rex Reese

ELSINORE, CAL., MAR. 7

The day was bright, the crowd light, but the racing was tight as Keith Dysart, Steve Subith, and Andy Kirker battled it out in the 250 Experts to make it a Husqvarna hit parade in both motos. The 125 Experts saw competition which took on the proportions of a small war as Steve Schilling's (Hon) luck went out the window in his efforts to win, while Nelson Whitehall (Yam) motored his way into the money.

The 250 Novices engaged in some really fine racing as Dave Helme (Suz) dominated both motos in such style that he won't be a Novice much longer.

Steve Schilling (Hon) got the holeshot in the first 125 Expert moto to lead early in the race, then faded back to third as Nelson Whitehall (Yam) and Dana Nelson (Yam) clashed for first, with Nelson coming out on top. In the second moto, Dana got the lead with Whitehall and Schilling close behind; but he fell on the fourth lap and was quickly passed by Nelson. Dana quickly remounted, only to tangle handlebars with Steve which sent both riders down. Dana got back up *again* with the begrudging assistance of Schilling, who was very moody about their encounter. Steve got himself restarted, circled the track, and waited for a showdown with Dana. As Dana passed, Steve resorted to some Russian riding tactics, but was pulled over by a flagman and disqualified. In the meantime, Dana closed the gap that Nelson had created, which wasn't good enough as he edged him out for the checkered by only one bike length.

Keith Dysart had his hands full all day as he won the 250 Expert in two hair-raising motos. In the first, desert ace Andy Kirker proved that he could go fast and turn corners as he hung onto Keith's tail for second. Steve Subith wasn't far behind in third. Then it was Steve's turn to give Keith a run in the second moto as each lap he got closer, and closer to the leader. Two laps from the end, things got really hairy for Keith as he had to stop for a minor adjustment. When he got going again, he and Steve were at it neck and neck; and it stayed that way almost to the very end. Finally, Steve got a break and moved ahead of Keith to win the moto. Keith had second, which was good enough for the overall; while Andy, who must've gotten himself psyched by all those sharp corners, pulled in for third.

Results in Results Section. ●

Huntington Beach sets the pace for S.A.M. HSMX

By John Bethea

EAST IRVINE, CAL., MAR. 6

A record turnout of 199 high school motocross racers comprised 21 separate classes for the opening round of the Spring Semester schedule of Scholastic Association of Motorsports (SAM) High School Motocross at Orange County International Raceway.

Huntington Beach High School, one of the top team contenders during the Fall Semester rounds here, got off strong for the 1976 season with a balanced attack that nearly doubled any other team effort with an unofficial points total of 24.

Leading efforts for the squad were turned in by Mike McCleary, John Brinker, John LeFevre and David Pruitt. McCleary began the Huntington Beach charge in the fifth race of the night (125cc Beginner Division II) as he used a first and second in his two motos to win. Brinker also used a 1-2 showing to take the 125cc Beginner Division VI.

LeFevre swept both rounds and teamed with Jeff Frost (third) and Tim Underwood (fourth) to totally dominate the 250cc Beginner Division III.

The final race of the evening provided the icing for Huntington Beach as David Pruitt won the first moto and settled for second in the final to still achieve the overall honors in the Open Beginners. ●

CMC night MX

By Tom Blattler

IRWINDALE, CAL., MAR. 5

Current CMC Pro point leader Val Tamietti extended his margin at Irwindale Raceway, as the versatile Track 'N Travel-sponsored rider captured both the 250cc and 500cc Pro classes.

Tamietti had some very tough competition in the 250cc division. Val did not win any of the three motos but claimed the overall point honors.

The final moto was to be the deciding factor for the top money overall and going in, Dave had three points followed by Tamietti with five and Vidic with six. At the drop of the gate, Chapin took a surprising lead over Tamietti leaving Carlson and Vidic to battle in the middle of the pack. As Vidic and

Carlson came over the "Wheelsmith Hill," they collided. Carlson's Maico went sour and he pulled out. Chapin went on to win the moto with Tamietti second but first overall. Second overall went to Vidic and Carlson was left with a disappointing third.

The 500cc Pro class was all Tamietti, as Val rode a 400cc Maico to the easy win in the opening two five-lappers and coasted in third in the third moto.

David Taylor (Hon) had the overall 125 Pro win in his hip pocket after winning the first two motos and was easily leading the third round when he lost the stinger off his expansion chamber. With the last-lap flag coming out, Taylor's Honda apparently seized up, and the guy they call "Bones" was done for the evening. John Atwood captured the last moto and the overall with Steve Schilling (Hon) second and Taylor third. ●

Results in Results Section.

R.A.C.E. HSMX

By Rex Reese

CORONA, CAL., MAR. 5

Upland High blew away Poly and Corona as their talented contingent of riders had no problems in doing away with the competition during this cold, *cold* Friday night in the latest round of high school motocross team action.

Goerge Baker (Upland) led a parade of riders in both the 125 and 175 Senior classes, with unbelievable six and eight second leads, wire-to-wire on his new Yamaha Mono. What was so unbelievable about his performance was that just before he left home, he decided to take a run up and down his street. In the process, he looped his bike, tweaked the forks and handlebars, and acquired a good case of road rash. Out on the track he had about three inches of fork travel since the tweak job let all the air out. Nevertheless, he managed to get the holeshot in every moto and clean up both classes.

Poly was nowhere near touching Upland's lead, and could only place as high as second, while in many cases Upland would have the first two places locked up. Only in the 250 Intermediates was there somebody else, and that was Danny Jean of Corona over Upland's Gino Filippi. Final scores for the night were: Upland 727 points, followed by Poly with 261, and Corona with 98.

There were a couple of crashes, the worst in the 250 Novice/Intermediate battle when Poly rider Steve Sparks got sideways over the straightaway jump, highsided, then got centerpunched by two other riders. He was sent to the hospital with a broken leg.

David Williams (Yam) took the Pro victory in the midst of some chicanery by two T&M riders who decided to change classes in order to avoid a possible defeat from Williams. Winning didn't mean as much to Dave as he would have liked to have raced against these guys who rode more like shmoes than pros. ●

Results in Results Section.

Contrary to some people's beliefs, Ossas are still alive and well in CMC Night MX at Irwindale Raceway. Here, John Lopez moves over a jump in the 250cc Junior class.

BUZZ BATY

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Glover spot on at Saddleback

By Joel Jamieson

ORANGE, CAL., MAR. 7

The spot-on combination of Broc Glover and DG Performance horsepower has scored again with Broc collecting $110 for defeating the CMC 125 Pros.

T&M Engineering started the day off right, securing the top three positions, getting moto one under way. The order read McDougal, Floyd Burke and Ernie Gonzales. As the moto progressed Bruce maintained his lead but coming up fast to challenge was FMF fast cat, Alan Smith, giving McDougal a real run for first till Smith's piston and cylinder became one. Glover and Taylor progressed to second and third and it turned into a three way dice for top spot, with the racing getting totally radical the last half lap. Broc went wide into a turn and Taylor dove under for second, but the next turn Dave over-reacted and pitched the Honda sideways, letting Glover roost by on the outside. Taylor quickly recovered and was at Broc's side in seconds, looking for a fraction more horsepower. Three turns from the finish, Dave took a dump on a dry part of the track but still managed a third behind McDougal and Glover. What a race!

McDougal's T&M machine pulled 'em again the second moto, but Taylor hooked it out of the first turn better and took command. Glover guided his DG jet into second the first lap and went on to grab top position by lap two. Broc got on it and built up a fair lead, which McDougal was going to have to penetrate for top money. Bruce got around Taylor but 'never quit' was able to put a move on Glover, and the blue and yellow DG machines rule again! ●

Wright's right at AMC

By Mike Yada

CARLSBAD, CAL., MAR. 7

Arizona's Jimmy Wright brought out his new '76 Honda and hustled away with a handful of cash in 125 Pro AMC action at Carlsbad. Jeff Matthews took the win away from Morris Malone in the 250 Pro class after Malone ran into trouble in the second moto. Greg Blackwell stomped the 500 Pros in the second moto to take home the overall money.

Wright holeshot the first 125 Pro moto, followed closely by Miller Mano's Marty Miller (Hon) and Ron Sun (Yam). Miller closed in on Wright and zapped him on the third lap, but Miller began to fade on the next lap, eventually finishing a distant sixth. Wright continued to pull away from Sun, who was soon overcome by the presence of Gerald Stewart. Stewart (Yam) got off the line last but moved rapidly through the thick pack and took over second on the tenth lap.

The second 125 Pro moto got off with Wright out in front again. Miller was close behind and again took over top spot on the third lap. Wright kept a close watch on Miller, dicing for the next six laps, until Wright passed him going up the "ledge." Wright put a few seconds distance between himself and Miller in the next nine laps to clinch the win. Mike Raines (MM Hon) placed second overall with two third place finishes. Gerald Stewart ran into trouble in the final moto, finishing in the money with third overall.

Morris Malone (Suz) had the whole pack of 250 Pros under control during both motos, easily holding down top spot, but was forced to slow in the final moto due to a rear flat tire on his RM. His only real threat came from Jeff Matthews, who took over the top spot in the second moto to go home with first overall cash with a 2-1 score. Hank Schmidt (Suz) racked up a 4-2 tally to score second overall behind the Vey's Cycles rider.

At the same time the 250 Pros were running, the 500 Pros came off on the second gate, causing a mass scene of bikes all over the track, making it tricky to pick out the 250s from the 500s. But from the parade of bikes came Greg Blackwell (Hus), displaying his smooth consistent style, winning the 500 Pro class. ●

Jimmy Wright (Hon) travelled from Arizona to capture AMC 125 Pro gold at Carlsbad.

MIKE YADA

McGowen smashes Hi-Boots MX

By Ken Dunn

DEHESA, CAL., FEB. 22

National Amateur number one Mike McGowen was on the gas today putting his Husky mag out in front of the pack in both 250 Expert motos to secure the win.

Mike grabbed the lead in the first moto with District counter part Jeff Mathews aboard a Vey's Enterprises Can-Am, and Jim Martin on his Martin Specialties CZ right behind. Jimmy zapped the two number ones in the back section of the course and proceeded to pull out a strong lead. The lead was short lived however, when Jim was forced to track side with a stomach that was violently opposed to the rough pounding being dealt it by the track.

McGowen was there to take advantage of Jim's condition and began the process of re-extending the lead. A freight train of riders formed behind second place Jeff Mathews (C-A), with Gene Foster (Yam), Gary Cox (Yam), and David Morris (Kaw) dicing over the third spot. Morris put the move on the two Yamahas, but then fell and was regulated to fifth and the advances of Randy Russell (Hus). McGowen meanwhile, was styling out in first when the one lap flag came out. McGowen circulated one more time and took the black and white a good distance ahead of Mathews. Gary Cox secured third with Russell (Hus) moving into fourth.

Jim Martin recovered enough to ride the second 250 Expert moto. Jim promptly holeshot the field (not a hard task when your brother's the local speed tuner) on his potent CZ, with Mathews (C-A) and Mike McGowen (Hus) fighting for second. The Mathews/McGowen duel soon got close enough to Martin to kiss his rear fender. Martin just wasn't up to taking the pressure and crashed ending his efforts for the day. McGowen finally put it on Mathew's fleet Can Am on a rough downhill and pulled away. Third place was once again hotly

JOEL JAMIESON

contested with Gene Foster (Yam), Gary Cox (Yam) and Randy Russell (Hus) once again going at it. And just like the previous moto, David Morris (Kaw) came from behind after a less than spectacular start to zap all of them for third. McGowen took the win unmolested, with Jeff Mathews claiming second with a pair of the same. Gary Cox was consistent enough to score third for the day. •

Griffith gallops away with Elsinore TT

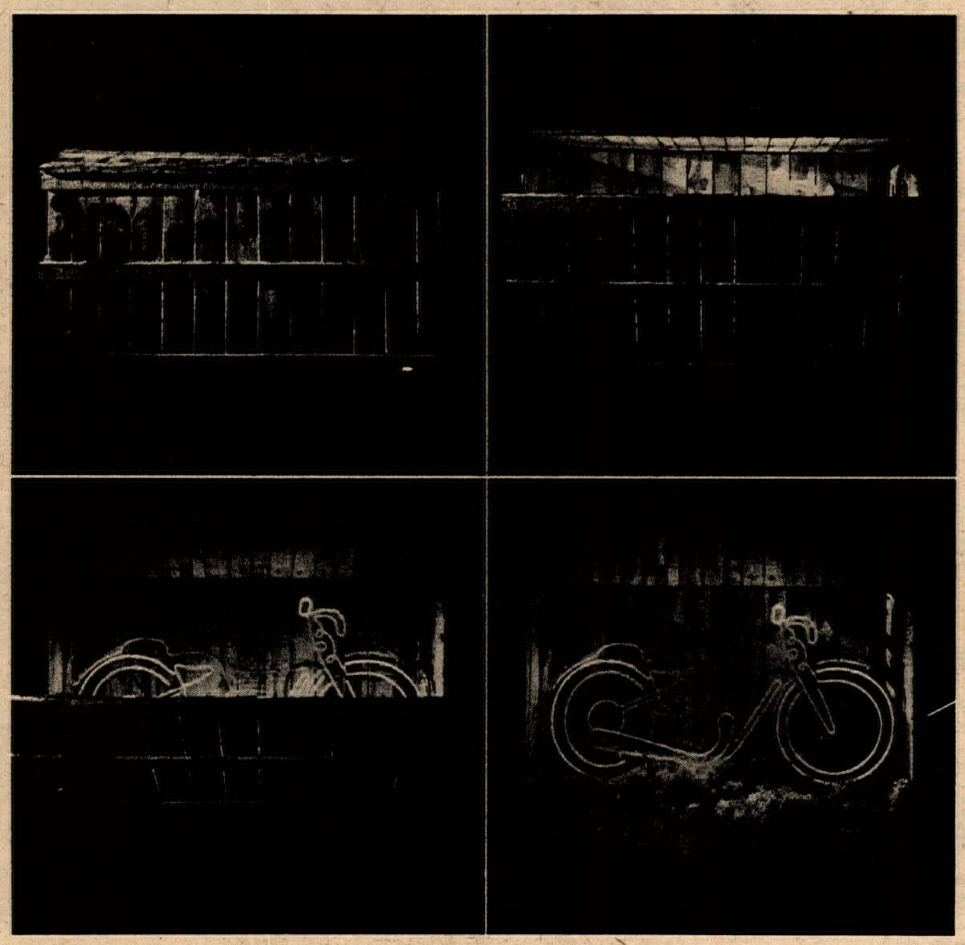
By Andi Gangewer

ELSINORE, CAL., FEB. 28

The go getter of the night and the excellent effort award went to 15-year-old Steve Griffith as he chalked up a narrow victory in the 125 Amateur class. Yamaha mounted Jack Smith took an easy win in the first moto and Steve had to settle for second. Steve had no trouble taking the win in moto two as he turned on his Yamaha and showed the 125s behind him how it's done. Jim Forehand took the final win as he held Griffith to a second, but Steve took the overall win. Forehand was second and Jack Smith third.

Steve took home another trophy after a super ride in the Special Expert class. Glen Rees took every lap in the first moto aboard a Maico 450, Brian Webb was second followed by Griffith on his 125. Besides being the youngest rider, Steve was armed with the smallest bike but that didn't seem to hinder him in the least. Rees shot out front but Webb's 250 Yamaha maneuvered its way into the lead. Griffith got a wheel under Steve Montague who was now running third after Rees went down and lost his lead. The final lap came to a close and Webb was the winner. Griffith finished a close second in front of Montague on a 440 Maico. If Griffith was to make his move, now was the time. He let loose and turned that little 125 on and that was it. The race was his and so was the trophy. Superb riding Steve. •

Results in Results Section.



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Harper & Hale: MX with AME

By Ted Titmas

VALENCIA, CAL., FEB. 27

Mike Pillar, who recently moved up from the 125 Pro class to a new Maico, caused a few eyebrows to jump as he led the first 250 Pro moto wire-to-wire. Will Harper (Mai) got caught up in traffic at the start, but waded through to finish second.

In the second moto there was no contest as Harper, on his Cole Bros. Maico, completely dominated the moto and took a first overall. Pillar, after his fine performance in the first moto, had a race long battle with former desert ace Jeff Wright (KTM) who finished third overall.

125 Intermediate Mark Boren (Hon) gave some of the experts something to worry about after his Friday night performance. After two back to back wins, he walked off with a first overall, leaving a few riders scratching their heads.

The first 125 Pro moto appeared to belong to Bobby Kline (Hon) who was followed by an ever present Jim Hale (Hon). On the seventh lap, with a substantial lead, Kline fell due to a bent front fork, allowing Hale to take the lead and the win. Kline managed to pick himself up and finish fourth and with his bike repaired before the second moto, Kline took an easy first place and a second overall. Jim Hale, riding with speed, coupled an intelligent, smooth style to finish second and first overall for the evening. ●

Over The Hill Gang survives Ponderosa

By Lucious LeRoy

PONDEROSA, CAL., FEB. 22

Forty-six members of the Over The Hill Gang turned out for their first desert race of the year. It was also the first meet of the Northern and Southern Chapters.

The kids and wives were run on the same course, but were directed away from the sharp downhill. The course got very loose and choppy but the wives and kids all finished, not to be out done by their husbands and fathers. The ladies were led to the finish by Lady Janitor, followed by Lady Rotten and Lady Toilet. In the 12 and over class, Torsten Corum finished first with Gopher Gene's, Steve, in second and Joe Mascola close behind. In the under 12 class, the counterparts of Tacky Tim came in one and two with Doug Ford first and Mark Ford chasing him. We found some tired kids and ladies, but I don't think they looked as bad off as some of the gang members.

In the Expert class the South survived with Lanky Larry doing a superb job of riding in first. (He laid out the course.) Following was our guest, Bruce Conrad, and Dippy Del, on his prototype Ardvark got second place gold followed by the North's Horny Herb.

The Amateurs were led by Janitor Jerry (a future southern Expert). The North swept the next three places with Jaws Jon, Cheap Chuck and Ridiculous Rex finishing in that order.

Diaper Dan, from the South, finished first in the Intermediate class, followed by the northern president, Dingus Dan, in second. Gopher Gene got a third place finish for the South.

The North captured the Novice class. Led by Daisy Dave first and Dung Dennis third, with Sorry Sandy coming between them for a second place for the South.

Rocket Rodney showed that the North could hold their own in the Beginner class. Hangover Hambone showed that the South could rise again

with a second and Toilet Tom showing up at the end for a third.

The North can be considered very superior in the desert, but the South won't let this happen again, we have seven more meets before the end of the year. The North tied the South with seven trophies each. (They only had 10 members out of the 46 signed up.) •

Results in Results Section.

Perris short track & TT series ends

By Brad Miller

PERRIS, CAL., FEB. 29

What an enthusiastic ending to the eight Week High Point Series as the riders battled right down the last race.

Open Expert Bob Graves came to race, despite a bout with the flu, and came out on top winning the High Point Trophy in his class.

Grant Murray Jr., Open Expert Old Timer, had quite a day. Short Track went real smooth for him but then came TT practice. A rider crashed right in front of Grant causing him to crash on top of the other bike. He got bandaged up and even with a cut thumb, swollen wrist and a bruised leg Grant trophied in his race and won the High Point Trophy for the Old Timers.

Mike Tidwell won the High Point Trophy for the 125 Amateur/Expert class and almost won the 250 Amateur/Expert class but Joe Steffen stayed in there strong. Gordon Kidd, 500 Amateur/Expert lost the trophy by 10 points after missing short track last week. The High Point Trophy went to strong contender Steve Bennett.

A High Point Trophy was also awarded to Eddie Robison, age 7, Mini 50. The trophy was almost bigger than he was. The photographer had to change film and Eddie said, "Hey Dad hurry up, this trophy is getting heavy." •

Serrano takes two

By Larry Owen

PHOENIX, AZ., FEBRUARY 29

After a weekend layoff at Canyon Raceway 290 riders were anxious to try out a new section of the track. The two new sandy straightaways and a 90 degree turn proved to be very interesting, as well as a little hairy for some riders.

The 250 Expert Class again had the largest entry (18) and was the most exciting. Bob Blose (Suz) pulled the holeshot followed very closely by Carlos Serrano (Suz) and Doug Raines (Kaw). Serrano held it wide open and passed Blose as Roger Jones (C-A) worked his way from mid-pack to take over third from Raines. T.J. Warren (Mon) also passed Raines, but Doug started gassing it and passed both Warren and Jones back into third.

Bob Blose repeated the second moto start with another lead and Gary Hickerson was second, waiting for a mistake. But it was Gary who made the error of running off the track and losing some very valuable positions. Carlos again passed Blose and took a commanding lead. Raines was a little ways back in third and missed all the racing that was going on behind as Roger Jones and David Anderegg (Suz) fought over fourth. Serrano took first overall with Blose second, Raines third and Imbriale fourth.

Carlos Serrano (Suz) just seemed to have it all together today as he dominated both 125 Expert class motos and made it look all so easy. •

Results in Results Section

Corona H-M & ST

By Elaine Jones

CORONA RACEWAY, MARCH 3

Wednesday night was cold and the track wasn't in the best shape due to the heavy rains, but it was passable and the few riders who did come out did race, although some of the classes were a little strange.

The first race combined a mini, a 100cc and a 125cc, all doing their thing. On the short track, Robert Murphy got it home first but little Chris Gables on his YZ 80 was right in there, despite trans problems, and collected second. On the half-mile it was two minis against a motorcycle. Again Gables gave it a good go but was unable to catch Walter Holder. Bobby Garmbedinn went out early with problems.

The 250 Novice/125 Amateurs proved to be a very interesting race. Don Tortorelli was off and away on his 125cc Harley when problems hit and he was out. David Callaway, a 250cc Novice, looked most likely to succeed until Fred Conover and Mike DeBruyn got in on the act. Fred on his 125 and 250 mounted Mike made it a race to the finish with Fred getting the nod. David was in for third.

On the half-mile Danny Perkins had his 125 Honda flat smokin' and nobody got even close, unless you count the riders he lapped. This time Callaway wound up in the finisher's money.

Mike Allen, a 250 Open Amateur, was the only rider to go home with a double victory, Geoff Dawson and Larry Matties were contented to follow the leader which they did in both.

The 750cc motorcycles are back at Corona. Testing is completed and they can run, so bring them on out! •

Results in Results Section

Chris Choisser steps off for a spot of tea at Corona.

DAN MAHONY

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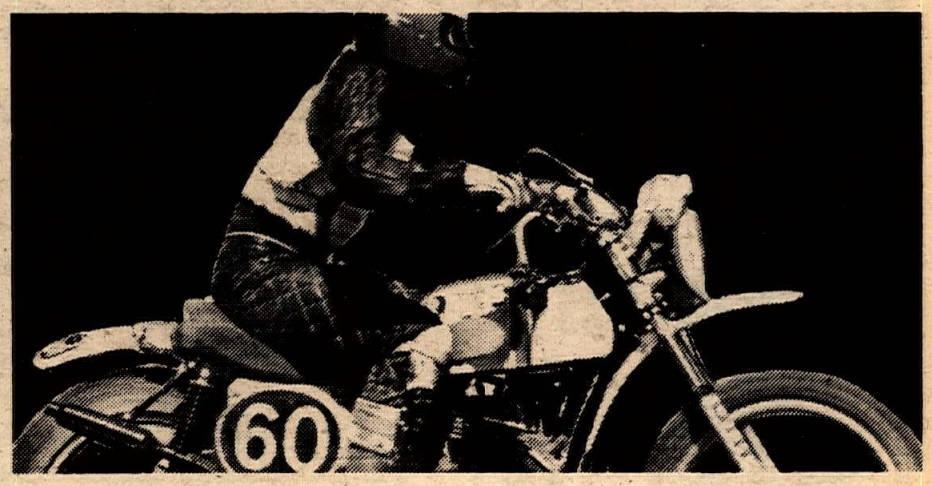

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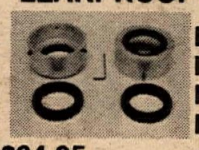

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Desert hotline

It's a-Mayes-ing: The Desert Squirrels H & H

By Linda Hecker

LUCERNE VALLEY, CA., MARCH 14

The Desert Squirrels' Hare and Hound covered eighty challenging miles of good old Lucerne Valley. The club tried to cover as much un-used ground as the area would permit.

The start banner dropped a little after ten with Cordis Brooks quickly taking the lead. Cordis held his position up to near the first check, but he then made a wrong turn and Mitch Mayes took over the lead. By the time Cordis found the course again he had been passed by five riders. He still managed to place third Open Expert and sixth overall.

A.C. Bakken took over third when Tim Bowman dropped out, but was later passed by Larry Roeseler and Brent Wallingsford. Bakken managed to re-pass Brent to take fourth.

The three long rocky hills must have been real interesting for the trail bikes. Joe Lockhart managed to smooth them out to take first Trail Expert. Joe has been recently bumped up to the Expert class and is doing very well.

Phil Stumbo was the first Amateur rider in as Brian Wright and Roy Fjastad followed for second and third.

Open Amateur Dan Baker, from the Vikings, finished first in his class this weekend. This is the third race in a row that Dan has won. Ed Ogden and Damon Diruscio pulled in later for second and third.

The Novice start was delayed a bit due to a rider injured during a practice bomb run. Overall winning Novice riders were J.C. Ray, Tim Edmonson, Pete Shepherd and Ed Winn, all in the heavyweight division.

Twain West had a great time bringing home first 250 Novice. Dave Phillips finished right behind for second.

There was only one sidehack out for this weekend's race. Dale Karell and Doug Maloney managed to finish both loops; an accomplishment in itself.

Honorable mention goes to Torsten Corum for being the youngest rider to complete the course. When he stopped at the finish line an official had to help Torsten get going again because he couldn't reach the ground. I don't know how he managed to get down those hills, but he finished and deserves credit for doing so.

The Desert Squirrels did an excellent job of marking the course. The only confusion for the rider was trying to decide whether the naked mannequin on the course was a product of their imagination or entertainment for check three! ●

Husky riders sweep Rabbit Chase

By James Brammer

SUPERSTITION MTN., CAL., MAR. 7

As Ruben Helmin, a well rounded wheel from Husqvarna's production and design in Sweden watched, Rolf Tibblin led a clan of Husky riders to a 1-2-3-4 sweep of the D-38 Rabbit Chase at Superstition Mountain.

Apologizing for his flat front tire at the finish, Rolf said, "I hit a rock. Landed on it with the front wheel and it broke the tire. Can't read terrain, hit every rock in the desert." Moments later he was saying, "I like racing out here

A follow-the-leader trail, if ever there was one.

LINDA HECKER

with the kids — nice day. Banged up my arms yesterday in a car race in Nevada. Over nine hours. Parnelli Jones won thousands of dollars, I finished sixth, maybe I won $600."

A pair of 400 Monoshocks were early leaders, first John McDaniel and then Scott Hatfield. Hatfield was leading at the end of the first 20-mile loop.

On loop two, Hatfield had slipped to second with Tibblin leading and then Bill Thornburg, the district heavyweight class champion.

With both riders from European Sports Cycles in Escondido, Mark Barber led Rick Finger for the 250 Expert class at the end of the second loop. Rick led the third and so on until the finish with Rick winning and the two riders wound up with third and fourth overall.

Mark Braudaway led John Moreno on a fast chase for the 125 Expert class with the 125s finishing seventh and eighth overall. Twelfth overall was the next 125, Junior class winner Davidson Robinson.

Winner Tibblin had ridden the final 30 miles of the 80 mile high speed chase, by the Dirt Riders Unlimited, on a flat tire. •

JAMES BRAMMER

Rabbit Chase winner Rolf Tibblin comes churning in to the finish on a flat tire.

Hi Vista update :

HI VISTA, CAL., MAR. 13

Bikers formed the bulk of the 160 very involved people who got together at Hi Vista Community center to try to work out differences between residents and riders, with Sheriff Sergeant Bob Wallace moderating. M.O.R.E.'s Russ Sanford and rider-candidate Bob Hayes were there to spread some cool around, along with reps from several desert clubs.

Although some area residents seem determined to sabotage any peace efforts, the more level heads are going to develop a map of open riding and no trespassing areas, to be posted at Hi Vista store. Sanford also promised to gather information useful to those already busted under Los Angeles County's disputed trespass ordinance.

Correspondent Terry Rezek noted that since the harassment campaign started, business is off as much as 35% at Penny Bough's Hi Vista Store. The lady is one of the dirt rider's best friends in the area. Warning: When you patronize the store, don't unload your bikes. The bushwackers in black-and-white are waiting. •

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Sunday, May 2
All Nov — Am — Ex

$2,160 purse
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2nd 0-200, 250, Open Ex	$ 50
3rd 0-200, 250, Open Ex	25
1st overall Amateur	$ 90
1st 0-200, 250, Open Am	$ 75
2nd 0-200, 250, Open Am	$ 50
3rd 0-200, 250, Open Am	$ 25
1st overall Novice	$ 80
1st 0-200, 250, Open Nov	$ 50
2nd 0-200, 250, Open Nov	$ 30
3rd 0-200, 250, Open Nov	$ 20
1st Senior Expert	$50
1st Senior Amateur	$40
1st Senior Novice	$30
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Make and size of bike_____ Club_____

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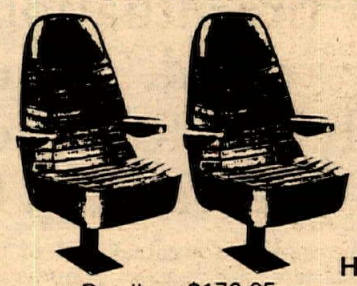

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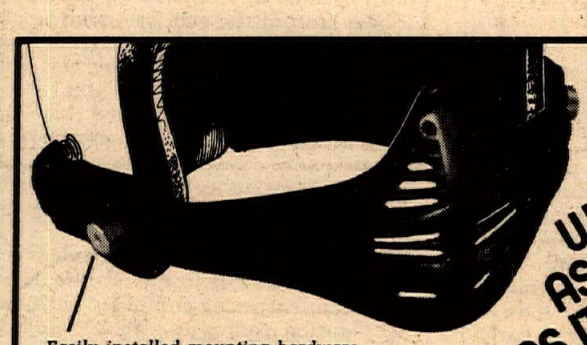

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Pitwall perspective

A race the length of the Daytona 200 is normally won on technicalities; equipment differences which, though worth only tenths of seconds per lap alone, add up to a spaced-out parade after 200 miles. What shocked the technicians this year is that Cecotto and Roberts turned it into a rider's race, spoiling not a few careful calculations.

By Lane Campbell

Prior to Sunday, the tire situation appeared cut and dried. The standard-issue Goodyear for the 750s was a 1381 profile, A1

compound rear and A11 front. Most everybody with mag wheels was running them tubeless, though a few still had their "wires" and a rubber bladder to hold the air in. These same tires had gone the distance under Gene Romero last year, with reportedly about 50 miles of tread left. For all practical purposes, Goodyear was there to sell the same "production" superspeedway slicks to everybody.

At Dunlop, the name of the game was still "catch up" after last year's disasters. This year they had a special KR111 rear and Kr108 front slick for Daytona. "The [wide oval] profile is the same as our GP (European) tire . . .it's made in the same mold; but the casing is wound stiffer to cope with the banking.", is how they were described by a Dunlop engineer. Compounds were too new to have a designation number. After early practice, the Dunlop-equipped folk began sporting a zig-zag pattern cut with a grooving iron on the right side only. This was because the two right-handers in the infield, being the slowest corners on the circuit, never got the right side of the tire hot enough to work properly. Hence the groove — to make that side heat up more quickly and provide a slight extra bite. Steve Baker, who tested for Dunlop at an earlier track session, probably summed it up for most riders when he said, "The Dunlop's a good tire now, and fine for cool weather (cold weather being something of a bugaboo to slick tire users, again because they don't heat up enough to work properly), but they get slippery in real hot weather or on a hot track." Since it stayed quite warm during the week, eventually 61 of the 80 starters had chosen Goodyears. (Notably Cecotto and Sheene, who both practiced on Dunlops but qualified on Goodyears; and Patrick Pons, who qualified on Dunlops with a sick engine, but raced on Goodyears to fifth overall.)

Two minor problems plagued users of both brands. The tubeless covers tended to slip around the rim, as much as nine inches, under stress. Sheene's and Cecotto's crews were solving this with sheet metal screws into the bead; though one pitman speculated that since the casings were so much stiffer than normal, tire changers were using extra oily lubricant to get them on the rims and unwittingly contributing to the problem.

The other snare was the tendency of rubber to flake off to the outside during moderate cornering combined with hard acceleration, rolling up into a loose bead at the outside of the wear area; just enough to generate a hair-raising slide when the rider would lay the bike over that little bit extra. Everybody who noticed it said it just made for more deliberate caution while riding. Anybody who didn't notice it quickly enough fell off.

When it came to race day, the tire techs expected a clear leader to emerge and circulate in the comfortable 2:07s or 2:08s for the distance. Instead, Cecotto and Roberts turned it into a scratching duel that further savaged Kenny's knees and wore a hole in one of Cecotto's expansion chambers. It was later claimed that the two were constantly running in the 2:02-2:03 range and that Roberts unofficially went under two minutes in one lap. By mid-race, after checking wear in the first round of gas stops, the Goodyear people got worried. At the second fueling, their measurements showed that the lead three were in definite tire trouble; Kanaya's being the worst.

Minutes later the fresh tires came up on the pit wall and it was decided to bring Kanaya and Roberts in for another tire check and possibly fresh tires. They apparently waved off the first pit signals, reluctant to stand down for a tire change. It took two more laps for the problem to drive itself home to both riders; then Kanaya was brought in first, because the last tire check had revealed that his would not go as many laps as Roberts'. Unfortunately, it took too long to get Kanaya to come in and get him out; the extra laps did Roberts' rear tire in completely, costing the extra time it took to wobble in from the chicane.

Second-place man Gary Nixon reported his rear tire beginning to skate around in the closing laps, while Pat Hennen found his *front* tire nearly gone. Heavy braking or a front end with a tendency to push?

A parade of walking wounded

With no one on the same lap with Cecotto, less than half the field was running at the finish. Notable among the walkers: Pat Evans — "I came into this turn, kinda got sucked in and went outside, hit something on the track and the front end washed out." Ron Pierce — "The shift lever broke, and while I was waiting for them to replace it, the clutch went". He was a comfortable tenth at the time. Gary Fisher lost several minutes as his crew adjusted his clutch; and Hurley Wilvert's clutch put him out on the first lap. Randy Cleek had wasted two engines in practice, was the last rider to qualify before the final session closed, and went from 30th on the grid to eighth at the finish.

The air vent bottle refused to pass air during Kevin Stafford's fuel stop, forcing the Vesco crew into almost a minute of jiggling and sloshing to get a full load in. By contrast, the vent tube on Bob Endicott's Yamaha was working too well, spraying the inside of his windscreen and top of his tank with premix. With periodic frantic wiping by his crew, he went on to finish eleventh.

Pit wags got a laugh out of a "Help Wanted" sign earlier in the week,soliciting a none-too-bright pit man for Steve McLaughlin. But on race day, it was Larry Bleil who knocked his pit board holder sprawling (and fell off, himself) coming in for his first gas stop. An ambulance rushed over to check possible injuries to the mechanic and effectively blocked Larry's way out. He cooked his clutch before the way was clear, retiring around mid-race.

And near the end, after a fantastic ride, Barry Sheene's chain parted in the infield. Barry had been riding with an out-of-the-box TR750 engine all week, and commented later, "I wish I knew then what I know now", referring to his horsepower disadvantage.

What happened to Gary Scott?

Gary, in his first full outing on the George Murray/Windy Briggs prepared Yamaha, missed some early practice due to rain, and spent the rest of the week with basic sorting out. He started out using Boge/Mulholland shocks wound with 80-132 springs and tubeless Goodyears. He stuck with the Goodyears, qualified at a none-too-thrilling 2:12.70, 25th on the grid, during Thursday's qualifying session. By Friday, he'd switched to S&W shocks saying that pretty well cured a high speed wobble on the banking (most riders said when at speed, you were riding virtually an unsprung motorcycle there). Friday afternoon, Gary was quite pleased to be circulating in the 2:12s with a stiff breeze buffeting everybody about (most times were in the 2:13-2:15 range). At final session's end, a Goodyear tire tech walked up and advised Gary he'd pretty well worn out his rear tire.

It's still unclear whether he was still on that tire or scuffing in a new one when he crashed Saturday morning in practice, fracturing bones in his left hand. Doctors refused to release him for Sunday's race, and that was that. •

DATES & DATA

Ascot proposed 1976 program

In an effort to tighten up programming without denying Novices their needed track time, Ascot's proposed 1976 AMA Friday night half mile series, starting April 2, will ties in with Thursday night Semi-Pro short track "qualifiers." The system will get its first workout trial at a March 20 daytime program, the day before Sunday's 100 lap TT.

The way it will work, all professional Novice riders must enter the short track qualifier event. The top 40 from the March 20 event will start on April 2. After the first Friday night half mile, the top 30 each week will be invited back the following week, no qualification required. The remaining spots in the 40-Novice lineup will come from the top 10 during next Thursday night's qualifier. Alternates will be invited to fill non-starter spots, and provision for out of state riders will be made if they notify the promoter one week in advance of their arrival.

Also on the Thursday night qualifier program will be Amateur short track races for Minis (100cc limit, under 14 yrs.); 125s (any age but may not hold AMA Pro license); and a 250/360 class open to any licensed/non-licensed rider. Classes will be divided by skill level as required. Class "C" equipment only. First race will be at 7 p.m. on Thursday nights.

The Friday night half mile show will run the traditional Ascot program with a limit of four Novice heats. First race at 8 p.m.

For further info, call Chub Kellam at (213) 676-8124 or the Ascot office, (213) 321-5323, 323-5055, 321-1100 or 323-1142.

CMC road racing

Pat Manning's CMC road racing division will definitely have races at Willow Springs and Ontario during 1976, and is looking into Riverside, as well. All races in the schedule are points races, with sponsorship from Camber Co. as last year. In addition, all class races with 10 or more starters will run for a $50 purse split $25/$15/$10, plus trophies.

Riders are covered with $3000 medical insurance, $100 deductible, as last year; license fee is still $9. Classes are also as last year:

GP — 50, 100, 125, 200, 250, 350, 500 and Open

Prod. — 125, 200, 250, 350, 500, 750 and Open

Cafe, Super Cafe, and Four Stroke GP split 600cc/Open.

Schedule:

MARCH 14	Willow Springs
MAY 2	Ontario
JUNE 6	Ontario
JULY 25	Willow Springs
SEPT. 5	Willow Springs
NOV. 21	Willow Springs
DEC. 5	Ontario

For further info, contact Manning Racing, 3407 W. Olive, Burbank, CA 91505 (213) 842-7433.

S.C.O.R.E. some biggies!

SCORE International has announced the following confirmed dates for their 1976 off-road racing schedule:

JUNE 10-12 "Baja Internactional" Ensenada, Baja Calif., Mex.

SEPT. 3-5 "World Championship" Riverside, Calif.

NOV. 10-13 "Baja 1000" Ensenada, Baja Calif., Mex.

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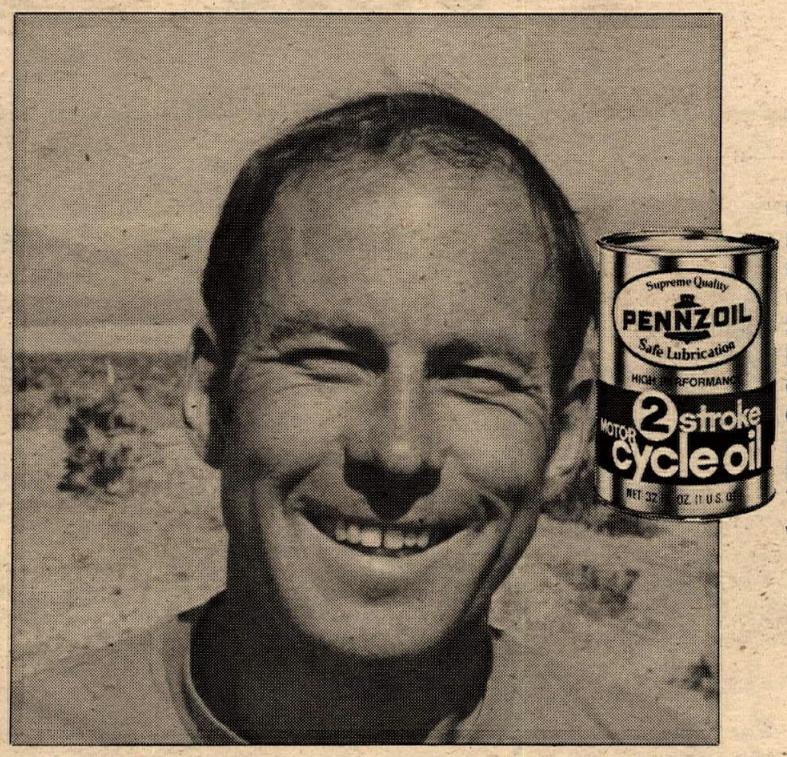

ROLF TIBBLIN

A former World Motocross champion, Rolf now directs and competes for the most successful off-road racing team ever. His direction of Team Husqvarna has resulted in victories at the Mint 400, Parker 400, SCORE Off-Road World Championships, Baja Internacional, and the Baja 1000. Part of his winning team is Pennzoil. His carefully prepared entries get lasting engine protection from Pennzoil 2-Stroke Motorcycle Oil. Take a tip from Rolf and Team Husky, whatever you ride, wherever you go, Pennzoil is worth asking for.

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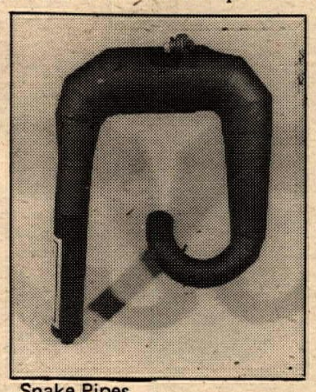

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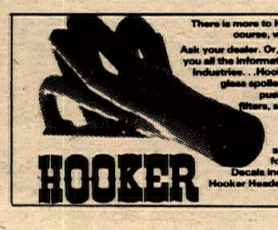

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Pick of the h

Bobby Pickard
Texas High School student Bobby Pickard is the unofficial king of the Lone Star state. In an intensely competitive region of the big state Pickard has climbed to the top. Pickard's national experience is limited to support classes, but he did well at Anaheim Stadium and plans to compete in Nationals when he graduates.

Steve Wise
McAllen, Texas' Steve Wise rece a factory Kawasaki ride at the of 17, lost it and got it back the same year. Stevie has the tential to be the top 125 ri in the country, and his 2 support class riding includ leading the Saddleba Trans-AMA until a col sion dropped him ou Steve Wise is a definit threat.

Mickey Kessler
Foxy Mickey Kessler holds national number 16, which he earned through a full year of hard work in the 125 Nationals and work private Yamaha, after a year with Husky, Kessler will be a threat in all three classes. Mickey capped off 1975 by winning the Puyallup Trans-AMA Support class.

Danny LaPorte
LaPorte is another untested California 125 ace who received a factory Suzuki ride based solely on club racing performances. Lining up a Team Suzuki ride before establishing a national mark shows the amount of potential that Danny possesses. A second in the last round of Winter-AMA 250 class was his high point so far.

Jeff Jennings
Jeff Jennings, 20, is another young U.S. Suzuki and police on the has called for rides for the Nationals, and California has the desire and skill to bring the club up to the level of the Nationals if he is willing to work at it. He has credentials to do it. It's any support will be a great help in his young career.

Don Kudalski
Don Kudalski, 19, came on to the National circuit in an unlikely part. Hampered by the top ten this his with the Rokon factory. From now Honda home mounted everyone away in hearty blown efforts. The standing in losing effort is that joke on the AMA tour is that or break." If a star is to rise this year it will be Team Poland's Don Kudalski.

Greg Theiss
Theiss has quietly making progress on the national tour. Riding a private Suzuki RM the strong young Nebraskan is on the verge of making into the top ten this winters Theiss is on road of success. Theiss could be Nebraska's first moto star.

National circulatio

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old guard. For every Jolti
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Jim Turner

Northern California's Jim Turner started 1975 on Yamaha's, switched to Husky's and now rides a private Suzuki as he faithfully follows the National motocross circuit. Turner, even though a young rider, has lots of experience and 1976 is the year for him to let it show. Jim can ride all three classes with equal skill.

Broc Glover

California High School Champion Broc Gover is a 125 specialist who is preparing to expand into the bigger classes. Racing weekly in California local events he has become a powerful force in the highly competitive 125 class. The 125 Nationals he competes in will have to add his name to the list of the top ten.

Warren Reid

Being the son of Marty Smith's mechanic has given Warren Reid a slight advantage in equipment, but he has all the talent he can use. Reid competed in most of last year's 125 Nationals and this year is set to make an even better showing than last year's top ten finish. Reid has been strictly a 125 rider, but talent has a way of expanding

Bob Hannah

Fresh from the sunny climes of Southern California club racing, Bob Hannah may have blossomed into a national star in the equally sunny climes of Florida. Taking over Tim Hart's 125 ride at Yamaha Hannah has built a name for himself at the Winter-AMA by winning five straight Open class races

Chuck Sun

Oregon's Chuck Sun became another Kawasaki factory rider when he took Sun's place on the factory team. Sun's 1975 campaign was a very successful one. Sun had placed in the top 15 at almost every AMA National. Unlike the Fairy Tales of Oriental Hatchery

Mike Ball

Mike Ball, the son of a Southern California motorcycle shop owner, is a product of the intense weekly competition of the inner west coast. Ball's only real taste of national competition came at Antelope Valley Stadium in the Motocross finals where his outstanding performance put him in some fast company.

Carl Zortman

Red headed Carl Zortman came out of the Colorado mountains in mid-summer of 1975 and rode several National support classes. No one had heard of him until he won and placed everywhere he went. Then he went home to Colorado. If he comes down off the mountain again this year he may go straight to the National Class.

IX circuits of the elite

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be DiMaggio there is a youth-
n the dugout. In team sports
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NORTHERN DATELINE

"Santa Cruz Squirrel" at NorCal MX

By Steve Castillo

LIVERMORE, CAL., MAR. 7

You couldn't have asked for a better day of racing than was presented by the riders at today's second NorCal Motocross. The track was watered much better than the last race and the riders really hooked up to it.

Dave Mythen (Bul) a regular rider from this area has been biding his time in the 250 Pro class and today it paid off for him. Dave won both 30-minute motos handily and looked strong and smooth throughout. Chris Grewer (Hus) was one of the hard chargers in both races. Chris worked up from sixth in the first race to second at the finish, not far behind Mythen. Phil Crane (Suz) was also keeping close with Grewer.

Mythen pulled the start at the drop of the gate in the second moto and he was long gone for the rest of the race. Holding down second for most of the race was Duffy Collin (Hus), running third was Phil Crane with Chris Grewer riding his tail. Crane and Grewer started their charge like they had done in the first race, came upon Duffy and within a matter of moments were by the Husky rider. Soon Crane and Grewer were catching up with Mythen but the flag came out and that was it.

Ray Arndt riding one of the many Suzukis from Lofano and Sons picked up another win in the 500 Intermediate class. Ray and Larry Lacey (another Suzuki rider) had some tight racing going in both motos.

Gary Murphy (Hus) alias the "Santa Cruz Squirrel" notched a win in the 500 Pro column, winning the first moto by leading most of the race. Gary had a few problems from Pat Brown (Bul) and Parry Klassen (CZ). Klassen did a fine job of come from behind riding in the second moto, working his way by both Pat Brown and Gary Murphy. Klassen won that moto which gave him fourth overall. Brown finished second to Murphy, while just back from Florida and riding the most consistently of anybody was Charley Halcomb (Hus) who picked up a strong third place finish.

Beto Rossi, a foreign exchange student from South America who has been riding the Pro class and been doing fairly well had his 125 Honda stolen today. There is a $100 reward offered for the return of the bike and information should be directed to Lofano and Sons Suzuki shop in San Jose. ●

Results in Results Section.

STEVE CASTILLO

"Why are spectators so indifferent – can't they see we're racing?" – Livermore, NorCal MX

Salinas mudder

By Burt Dinner

SALINAS, CAL., FEB. 29

What started out as a drizzle, turned into the heaviest rain storm of the year. What was billed as a rough scramble turned into the biggest mud run in the history of Monterey County.

Everyone tried it at least once, including the Mini pee wees, who were held up by their fathers, but even the Open Experts needed training wheels. It was decided to cancel the Mini mains after the Sportsman mains finally ended.

We still don't know for sure if we lost any riders or bikes, but we haven't seen our starter and lap checker since the final events.

In the most exciting race of the day it was Stan Eubanks, of Salinas out sliding Rocky Robinson, also of Salinas, in the Novice 250.

It was listed as the Open Junior class, but could have been re-named the "Robicheaux Handicap." Three Robicheauxs, Bob, Bobby, and Kenny went against four others and with those odds, Bobby could only finish second to Ron Day.

Ricky Graham of Pacific Grove must have found a dry rut finishing ahead of Steve Eklund, for a win in the Open Expert class.

If the rains goeth, we try again March 28. ●

Results in Results Section.

Bird flies to first win

By Chuck Iken

ALBANY, ORE., MAR. 1

With his brand new 100cc Yamaha and on a newly laid out MX course, Bryan Bird of Aurora, Oregon came out of the Mini class and won the 100cc class at Asbury Race Park. Bryan easily won the first moto on a wet, smuddy (sandy mud) course, wet down the preceding day by the Great Water Truck in the sky. In the second moto Bird really had to flap his wings and turn his tail into the wind as he was last off in the scratch. By the checkered flag he raced to third place behind Jeff Landrum (Suz), and Steve Pless (Suz). In the third moto again he had to fly from the back of the pack. In the final lap he was in third and just 200 feet from the finish overtook second place Steve Pless for the overall win.

In the 250 class Dave Fryer (Yam) showed the small but ready-to-race crowd at the track why he was there by winning handily and taking first place trophy home. Or maybe I should say keeping the trophy in Albany, Oregon.

The Mini class got to break in the new track. The Juniors and Experts took the starting flag together but were scored separately. Robby Watilo (Yam) and –?– Lambert (Yam) dueled it out. The first moto had Watilo chasing and staying close to Lambert through the first half of the race. Then trouble. As they began to lap a Junior rider, Lambert slowed slightly and headed for the inside line, Watilo choose to go outside. Watilo won the battle of wits as Lambert bumped the lappee and was slowed while Watilo kept his throttle open and went on to win the moto. The second moto reversed things with Watilo taking the lead but falling later, Lambert going on to win. The third moto saw a stronger Watilo getting the win and the first overall. ●

Results in Results Section.

Cantaloupi takes two at B.O.S.S. MX

By Sallee Hilton

DIXON, CAL., FEB. 22

The 125 and 250 Experts took a back seat again to the young Yamaha rider, Don Cantaloupi, who showed them the way to go – fast! Pat Richter, another consistent winner, took top money in the Open class on his KTM.

Dave Wood (Yam) blasted off ahead of Cantaloupi in the first run and led two laps before Don came around him to take over. Wood hung in there for the second. Dave Coupe (Yam) had been movin' on after a slow start and worked up to third.

The second moto win went to Robert Norton (Hon) who had lost a chain the first time around and finished sixth. Cantaloupi had started near the back of the pack, and in his hurry to catch Norton, crashed in the third lap. After a quick remount he covered the distance doing double time, and at the checkered flag was right on Norton's tail. Norton later remarked, "Man, he *is* fast! I heard him coming and got nervous!" Coupe finished third again.

Cantaloupi took the lead right away in the first 250 moto and never gave it up, although Richter, after a bad start, had moved up to second and was closing in. Brian Jodry (Mon) had also had a bad start and was working his way through the pack, finishing third.

The second round started out looking like Cantaloupi would do it again. But this time Jodry didn't have any trouble with his start and didn't have much distance to cover. The race was on! Richter again pulled up from behind, joining the fun, and the three riders put on a great show, passing and being passed. It was anybody's race until just before the white flag came out and Richter, in second at that point, dropped out with bike trouble. Jodry took the win, Cantaloupi second and Renny Bruns (Hus) had moved into third. ●

First wheels roll at Hillside MX

By Pat Jaquish

MOSES LAKE, WASH., FEB. 29
Over 200 riders gathered as Hillside held its first race of the 1976 racing season. Changes to the track made it more demanding as many riders spilled on the sandy, 1.5 mile track.

The 125 class was split into four divisions as nearly 100 riders signed up for this most popular class. Dennis Redman (Hon) bolted into the lead in the first 125-A moto and held his lead to the finish. After a bad start, Ron Pomeroy (Yam) was able to maneuver his way up to second only to have his bike seize. Craig Sawyer took over second with his Yamaha and with consistent riding in the second moto was able to snag first overall. Ron Pomeroy returned in the second moto to nab first and show the local boys how it should be done.

In the 125-C class, Greg McPherson (Yam) powered his way to an easy first moto victory with a lead that was never challenged. Rod Ostrium (Hon) bolted to the head of the pack in the second moto when McPherson started in 14th place. Sparks flew as Greg passed everyone in sight within three laps and was right behind Ostrium. The two diced back and forth with Greg emerging the winner at the wire.

Ron Pomeroy (Bul) and Dave LaPierre (Suz) quickly ran to the front of the 250A pack and displayed some of the best racing of the day. After snatching the lead it looked as if Ron had it in the bag but Dave didn't give up. Both riders looked flawless but when Ron dropped his Bul at the top of the sand hill, Dave quickly scooted into the lead and a first moto win for him. The second moto was anticlimactic as Pomeroy squirted into a lead which he never relinquished. After bad starts in both motos, Bill Jones (Mon) carved up the pack as he rode to a consistent third overall. ●

Mudders make money at Marysville

By Sallee Hilton

MARYSVILLE, CAL., FEB. 29
It rained all night the night before the race and all morning during the Novice portion of the program. Most of the track was hub deep.

The Mini riders had a pretty tough time of it. It took right at 20 minutes to get them all around the track once, during which time five of the more hardy made two laps. Steven Jiminez (Yam) had a knack for mudding it, and kept upright and running and in front the whole time. Tim Rosenberg (Yam) also did well under the conditions. Both boys are from Roseville, could that mean they have a muddy practice place there?

The rain stopped by the time the Experts took over the track, and conditions improved. More and more of the bikes were getting up the slick hill on the first try!

Mike Preston (Nog) led the pack for the first four laps of the first 125 Expert moto, then dropped out. Eddie Brown (Hon) had been in pursuit, and was ready to take over the lead. David Wood (Yam) and Robert Norton (Hon) were dicing for second, Norton winning out. Wood, now running third, was caught unaware by Jeff Watts (Hus) and booted to fourth in the last moments of the race.

The second 125 run was a tight race all the way between Norton and Wood. The two came off the line together in front, and with Norton leading by a slight margin they pulled out about 150 yards ahead of third place runner Randy Losh (Bul). In the final lap, with the distance to the leaders shrinking, Preston got around Losh for third, and Wood ducked under Norton to take the win away right under the checkered flag. Norton's two seconds were good enough to get him first overall money, Wood took the cash for second.

Brian Jodry (Mon) was quick to get off the line when the 250 Experts started moto one, building a comfortable lead. Pat Wilson (Hus) fell in behind to run second until Dave Longcor (Bul) caught up to him and slipped by in the last few yards. Longcor had started in about 14th position.

Longcor took the lead at the start of the second round, with Jodry chasing him. In the second lap, Longcor spun out letting Jodry and Floyd Davis (Suz), (who had finished fourth in the previous moto), by him. Wilson was now in fourth. Jodry ran away from the rest of them to pull off another win. Longcor closed up on Davis and pushed him hard. Davis didn't relinquish his second spot, but Longcor didn't need it as he already had second overall tied up.

D-36 Marysville hare scrambles

By Rex Backman

MARYSVILLE, CAL., FEB. 22
Suzuki mounted Jon Boyette came from a 30 second deficit to grab the lead on the last lap from Delno Becker (CZ) and take the overall victory in the Open Expert class. Becker, in his second race on his new bike, had led from the start and was just taking things easy in the lead. Boyette was moving up through the pack and cut Delno's lead several seconds as he completed each lap of the six-mile riverbottom course. Delno was robbed of a sure victory on the last lap when he lost the use of his rear brake. This coupled with a first lap incident of hitting a tree which ripped his front brake cable left the young rider brakeless on a course which featured a long stretch of pavement. George Chealtham (Yam) nabbed first in the Junior class with Carmichael's Kevin Booth in second. Dr. Jim Heinrich, in one of his rare rides, took a very impress-third place.

A very large Oldtimers class was present today and the class gave a good show of racing, perhaps the best of the day. George "Holeshot" Becker on a very potent 250 CZ passed early leader Bud Hamilton (KTM) and Cloyse Holland and was well on the way to a trophy. As Becker, Sr., was leading the gas line worked loose on the bike and drained the tank dry. Bud Hamilton took the lead with Husky mounted Cloyse Holland in close pursuit, lost the overall win when Holland got by with less than a quarter lap remaining in the ninety minute race.

Greg Martz (Suz) was the first rider to get going on the grand prix start in the 250 class. Dan Waller was a close second, but as they came by on the first lap Waller had took the lead that he was to never lose. Martz hung on for second overall and second Expert rider Gary Cooper (Yam) finished third.

The race of the day might have been the 125 class as two Junior riders James Hill (Hon) and Scott Johnson (Hon) were separated by only two bike lengths at the end of a lap and a half. Hill failed to finish the rest of the lap as his bike quit. This left Johnson with an incredible lead over second place, and the only Expert rider present, Dan McConnell. Johnson with only two laps to go had the misfortune of blowing up his bike. He pushed across the line but a lap down. McConnell took the lead and the overall. Doug Veercamp (Kaw) rode a consistent race to take second and first Junior followed by Tom Odekirk (Yam) and new Junior rider Scott Allen.

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CENTRAL PIPELI[illegible]

Bun bustin' by the Brazos

By Dave Nielsen

WHITNEY, TEX., FEB. 22

Moderate weather and hot racing prevailed today at Lake Whitney Cycle Ranch, as around 250 entries under took the monthly challenge of the demanding layout, as well as talented adversaries in every class from mini to mightly.

Years of minicycle experience paid off for Doug Gaunce in a 40 rider 125 Novice bash, that saw the young Fort Worther come from behind in both motos and score 1-1 on an SGJ Racing Yamaha. YZ Monos also took place and show, with Russ Hobbs (4-3) and David Banton (2-5) on top. Early 250 Novice leader Don Allen (Kaw) yielded to Brian Wilson (Yam) in the first moto, and then lost a lap after heading the second heat, while Wilson went on to win both races and the overall easily.

The huge 125 Intermediate class was highlighted by a very quick, spirited group of leaders, including way-over-30 Ed Terrell (Yam), Steakley Yamaha's David DiCorte, Carter Yamaha's Bobby Elliott, big brother David Gaunce (Yam), and the Tiny Terror, David Jones, whose D-FW Honda pulled the field to the first turn both times. Jones' lead stuck all the way in round one, with Terrell, DiCorte, Gaunce, and Elliott trailing. In the second moto, DiCorte took away Jones' lead, only to be zapped by Gaunce two laps later. The three Davids continued the battle, but no Goliath or anyone else could catch them this time. With the checkers up and waiting, DiCorte got back by Gaunce and took the overall by virtue of 3-1 marks, edging Jones' 1-3. Terrell managed to fall on the last lap, and Gaunce's 4-2 was good for third over Elliott (5-4) and Terrell (2-10).

An anticipated challenge from Houston's Glen Urquhart and Shaun Kelley in the 125 Expert was unfortunately short-lived, due to uncooperative competition, and balky machinery, although Urquhart did run second for three laps of the last moto before dropping out. In total dominance of today's ankle-biter action was San Angelo Suzuki's Mel Newman, who went practically untouched the whole time, while the rest scrapped for second. As usual, Killeen flier Dicky Turnbo (Yam) had to come from mid-pack starts, but super efforts got him to second by the end of each race, while Eddie Roberts (Yam, 3-5) and Glen Boyett (Tam, 6-3) picked up third and fourth. •

Stemmons falls to Fly Man

By Margaret Hook

DALLAS, TEX., MAR. 7

The track, named after the Stemmons Freeway is in no way like its namesake. Stemmons is full of jumps, whoops, and high berms. On this particular Sunday it was also spiced with a lot of mud. The rain didn't daunt the spirit of the gutsy bunch of motocrossers who braved the elements to turn it on. Leading the pack in the Mini Novice class were Joe Meza and Scott Bridges who battled it out all the way. Meza, on a Yamaha 80 finally went on to win the class.

The Mini Intermediate class was a runaway for Mark Moseley sporting a Honda XR75. Mark, a local boy, burned everybody on both motos.

There was a three-way battle in the 125 Novice class. Hooking it on here were David Campbell (Yam), Darrin Myers (Hon), and Larry Fletcher (Yam). Campbell went on to win the class.

The best race of the day was in the 125 Intermediate class. Three top riders battled it out here. Clint Knight (Yam), Luke Crow (Hon), and Willie Turlington (Yam) battled it out all the way around. Clint Knight finally came out on top.

Jim Spurlock (Yam) won the 250 class. Jim was flying in spite of the mud. Ricky Sanford (Suz) came in second but just couldn't quite catch Jim. The Over-30 class was dominated by Fly Man, J.T. Walker. J.T. was sporting a giant fly atop his helmet and with the aid of this and his Honda Elsinore he went on to win. •

DAVE NIELSEN

Holy crotch rocket! Mike Martin's Bill Grossi impression.

Schramm, Wharton collect Rio rebate

By Mark Knowles

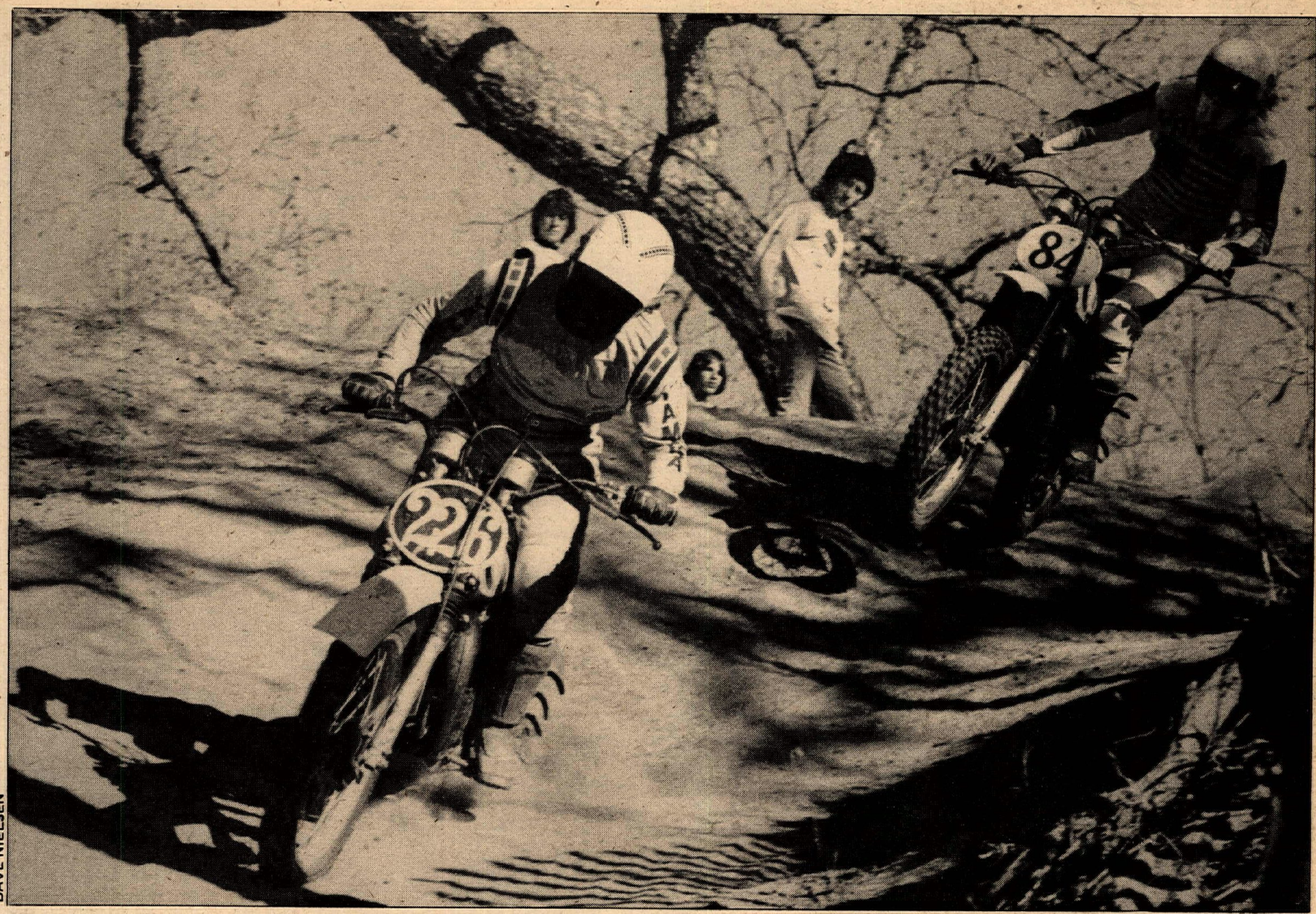
HOUSTON, TEX., FEB. 29

With ten trophies per class for the Amateur racers and $1200 for the Experts, riders from several portions of Texas as well as Louisiana entered Rio Bravo in hopes of fame and fortune.

When the 125 Expert class rolled up to the line, it appeared that a showdown between top 125 talent would develop. Locals Glen Johnson, Bo Koch, Shaun Kelly, Steve Schramm, and others would be able to test their talents against South Texas flash Thomas James, the Dallas-Ft. Worth trio of Jimmy Martin, Louis Presley, and Richard Reeves as well as Louisiana imports Roger Bagwell and Ricky Madole. But finishing both races was the prime factor today as Johnson, Martin and Madole suffered problems and were eliminated early. Bo Koch seemed to forget about the talent surrounding him the first moto as he blasted through the first turn out front and motored away from the pack with only second place Steve Schramm catching an occasional glimpse. Schramm had an equally impressive lead over the pack as Richard Reeves, Louis Presley, and Thomas James battled for third.

Schramm grabbed the lead of the second moto as Koch, Reeves, and Presley fought over second place. Koch moved into second with Presley in third while Reeves faded into fourth. But midway into the moto Reeves put on a fantastic drive that carried him past Presley, Koch and Schramm into first place which he held until moto's end. Schramm (2-2) carried away first place cash ahead of Koch (1-3) as Presley (3-4) edged teammate Reeves (8-1) for third.

A new face in local competition, Bob Wharton, came to Rio to teach brother Mike the art of winning and used the Open Expert class as his example. Wharton took the lead of both motos and pulled away to win unchallenged. Greg Howard would have liked to



DAVE NIELSEN

Makin' those Yammy air forks work – Turnbo (84) breathes on Boyett (266) for Whitney 125 Expert runnerup spot.

change things but being weak from a recent bout with the flu hung back in second place both motos to finish the same. ●

Koch burns Bravo

By Mark Knowles

HOUSTON, TEX., FEB. 22

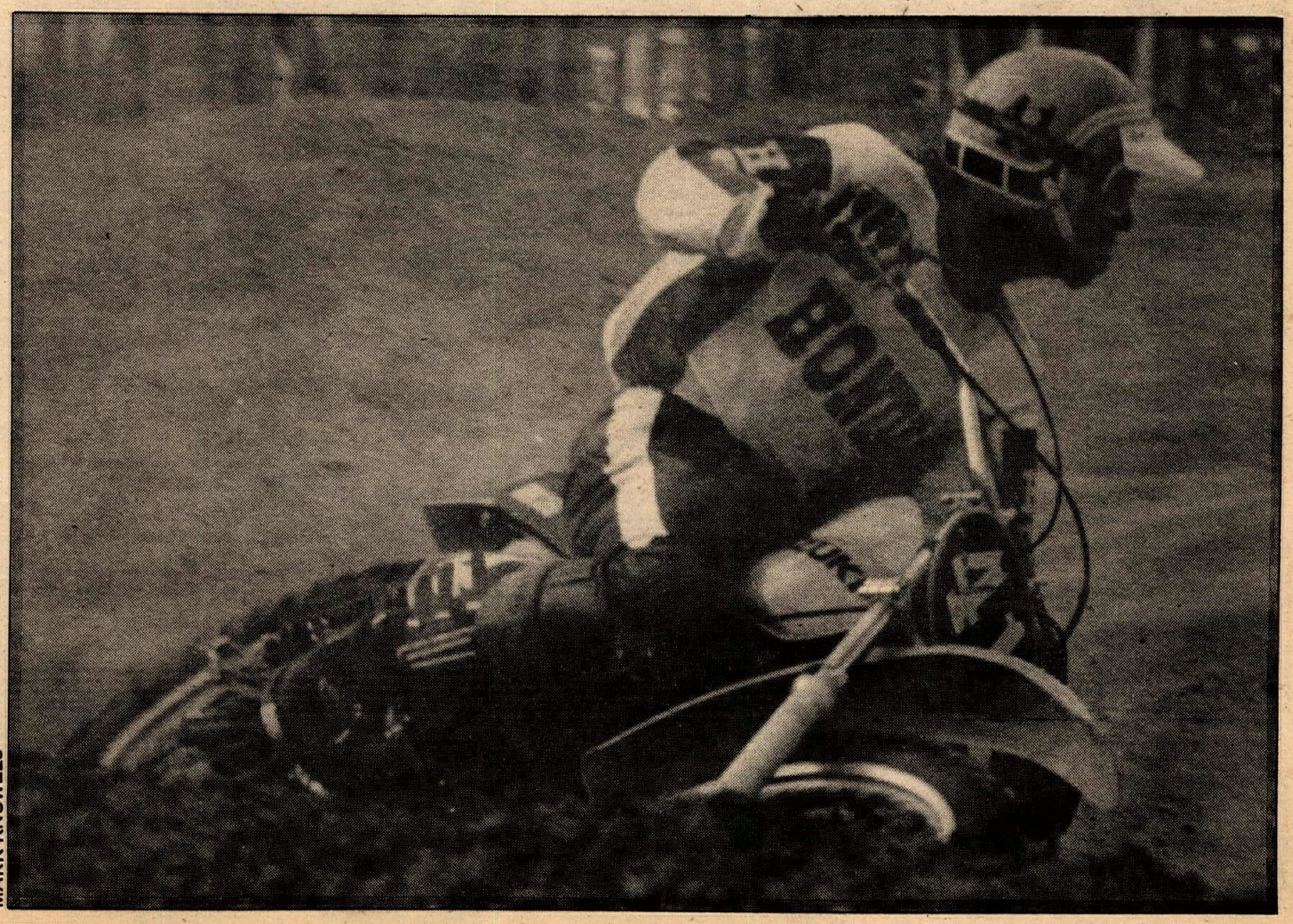
Bo Koch dominated today's racing on Rio Bravo's hard packed surface by sweeping both the 125 and 250 Expert classes while James Tidwell followed Koch in the 250s but soloed to victory in the Open Expert class.

Bo Koch pulled clean holeshots and motored away unchallenged both motos for an easy 125 Expert victory while the battle for second place developed between Mickey Pizzatola and Glen Johnson. Johnson worked through the pack in the first moto to claim second while Pizzatola finished third ahead of Steve Schramm. Johnson was running third behind Pizzatola in the second moto but faded to fourth as the race ended. Koch's perfect 1-1 score secured first, Pizzatola (3-2) took second while Johnson (2-4) edged Schramm (4-3) for third.

Bo Koch continued his winning ways in the 250 Expert class by pulling strong holeshots and early leads, leaving the pack to battle for position. Consistency paid the finishers as James Tidwell (3-4) moved into second overall followed by Darwin Huckabee (6-3) and fourth place Gary Canady (10-2).

James Tidwell aced the Open Expert class with relative ease by simply winning both motos. Mark Pardue edged

Success to those who keep a lookout – in this case Bo Koch at Rio Bravo, trying to find some competition.



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CENTRAL PIPELINE

PHOTOS BY ACTION OZ

Dusty blastoff of 125s on Lakewood's off-camber start. No mud here, but . . .

Bart Batson in a tight battle for second as Ronnie Hohle followed for fourth place cash.

Results in Results Section. •

Leap day MX dicing

By Action Oz

LAKEWOOD, COLO., FEB. 29

A windy, grey overcast did little on Leap Day, February 29th, to cool the enthusiasm of the close to 2000 spectators and riders who shared the excitement of viewing and participating in the first S.R.A.C. sanctioned race at the Lakewood Sportcycle Park. Fields of over 20 riders in all the 125 and 250 classes added to the tension of the starts and heightened the barely controlled scramble to lead the way into the first scary downhill curve. And scary it was! The officials altered the position of the start to make the first piece of bad news an off-camber curve. It was particularly interesting to note some of the lines that were picked.

For the 125 Novice, 39 riders stood peg to peg for the start. When the dust settled after the second moto, Rodney Isham and Mick Ross had taken the first and second spots with Tom Cox holding down third.

Lap times were shaved a little by the 125 Bs. C. R. Moore and Alan Ray put on the show that resulted in C. R. Moore taking first in front of Alan and third-placed Mike Bronowski.

When the flag went down for the 250 Novices, Harold Hancock came off the line like he knew the secret. A true believer, Harold supplied the encore in the second moto to win the overall with Spencer Rubay chasing for second and Jack Thompson third.

Dave Lindquist saw his line for the 250 Open and by the time he came off the first turn, he said bye. Dave won the first moto clean, but in the second a few riders smarting from the first whipping gave Dave some trouble until he passed the first place rider in a flat out drag race on the uphill. •

SRAC: The greasers won

By Action Oz

BERTHOUD, COLO., MAR. 7

If you don't like mud and many don't, you should have stayed home, but many didn't. They all turned out for the first A points race of the '76 presidential election year. If you couldn't handle grease, you were a mud-slinging candidate for inauguration into the Crash and Burn Annual.

Most of the state's top riders were there with the exceptions of Wild Bill Ferneyhough, tracking in Texas, and Arlo Englund, down South for the Winter Series. Tell ya' who was there, though. Al Firestine, Jack Todd, Stan Elgard. Boy, were they there! This was the kind of a muddy, slimy track that the average rider takes one look at and passes. Only those with the strength of their conviction that they are headed for the big-time need have applied. The half-hearteds mushed around in the 125A and had it taken away from them by Firestine with an 18 second lead. Stacy Smith came off the line like a rocket on his Yamaflyer and pulled away as though possessed. Too bad his engine wasn't as energetic as Stacy; it relaxed into a mud-bath for the day.

The second moto was a repeat as Firestine caught the right wave and stayed on it until his Yamahauler put him ashore across the checkered line.

Jack Todd sailed to victory in the 250A class on a shiny (not for long) new Maico with only 30 minutes break-in time. This, in addition to displaying his stamina by also riding the 125A and Open A classes. •

. . . at Berthoud, things were a bit different. Score mud one, rider zero.

RESULTS

D-37 H & H
Desert Squirrels
Lucerne Valley, Calif.
March 14, 1976
By Linda Hecker

OVERALL
Mitch Mayes
Bruce Ogilvie
Larry Roeseler
OPEN EX
Mitch Mays
A.C. Bakken
Gordis Brooks
250 EX
Bruce Ogilvie
L. Roeseler
Brent Wallingsford
175 EX
Jeff Kaplan
Bill Eisele
Thomas Grant
TRAIL EXPERT
Joe Lockhart
Mike Vorwdran
SIDEHACK EXPERT
Dale Karell
Doug Maloney
AM OVERALL & 250
Phil Stumbo
Brian Wright
Roy Fjastad
OPEN AM
Dan Baker
Ed Ogden
Damon Diruscio
TRAIL AM
Sandy Barber
Steve Weeb
Don Kesler
175 AM
Chuck Green
Tim Fagg
Jim Harper
NOV OVERALL & OPEN
J.C. Ray
Tim Edmonson
Pete Shepherd
250 NOV
Twain West
Dave Phillips
Mick Thorpe
175 NOV
Gary Edemann
Frantic Freddie
Russell Woodmore
TRAIL NOV
Earl Roeseler
Scott McConnehey
Dean Meltzler
SR NOV
Wayne Lumbattis
Allen Johnson
Chuck Reinhart

D-38 Rabbit Chase
Superstition Mtn.,Calif.
Dirt Riders Unlimited
March 7, 1976
By James Brammer

OVERALL
Rolf Tibblin — Hus
Bill Thornburg — Hus
Rick Finger — Hus
Mark Barber — Hus
Bobby Niles — Yam
Rick Secor — Hus
Mark Braudaway — Yam
John Moreno — Yam
Paul Eddy — Yam
Tucker Hendricks — Yam
Davidson Robinson — Yam

S.A.M. HS MX
East Irvine, Calif.
March 6, 1976
By John Bethea

MINI BEG
Dave McNew — Hon
Ryan Eide — Yam
Bill Thiebert — Hon
100 BEG
John Bykoski — Hod
Chuck Kreuter — Yam
John Mendola — Yam
MINI JR
Neil Scott — Hon
MINI EXP
John Ruby — Yam
Craig McKee — Yam
100 JRS
Lane Steeber — Yam
Ladell Eide — Hon
Richard Garcia — Suz
125 BEG DIV I
Mike Barlow — Hon
Dan Weaver —
Will Read — Hon
125 BEG DIV II
Mike McCleary — Yam
Doug Carlton — Hon
Kim Apling — MM
125 BEG DIV III
Jeff Geiger — Hon
Don Kezer — Hon
Tim Beach — Yam
125 BEG DIV IV
Dan Payne — Hon
William Hall — Yam
Jim Anley — Hon
125 BEG DIV V
Mike Carrico — Hon
Mark Darnell — Yam
Orlan Moore — Suz
125 BEG DIV VI
John Brinker — Hon
Bob Hicks — Yam
Michael Greene — Yam
125 JRS
Jay Marcell — Kaw
Mark Manning — Hon
Randy Stubblefield — Hon
250 BEG DIV I
Tom Norman — Hus
Jeff Conlin — Hus
Jay Keenan — Suz
250 BEG DIV II
Kevin Kloehn — Suz
Jeff Bottema — Yam
Lance Tubbs — Hon
250 BEG DIV III
John LeFevre — Hon
Dave Wentz — Yam
Jeff Frost — Suz
250 JRS
Gary Gonzales — Mai
Shannon Bargsten — Mai
Mick DeGraff — Hus
125 EX
Paul Schones — FMF
Robert Reisinger — Yam
Mike Carpenter — Yam
250 EX
Tom Cross — RCR
Mark Taylor — Kaw
Rick Rasmussen — Yam
OPEN BEG
David Pruitt — Yam
Dave Connor — Yam
Dave Hall — Hon
OPEN JR
Rick Madory — CZ
125 BEG
John Warren — Yam
Lori Farmer — C-A
Dave Weston — Yam

Stemmons Cycle Park
Dallas, Tex.
March 7, 1976
By Margaret Hook

MINI NOV
Joe Meza
Scott Bridges
Bobby Krider
100 CLASS
Greg Blair
Tony Hart
Randy Newsten
125 INT
Clint Knight
Willie Turlington
Hershel Smith
MINI INT
Mark Moseley
Todd Graves
Mark South
125 NOV
David Campbell
Darrin Myers
Larry Fincher
250 CLASS
Jim Spurlock
Ricky Sanford
Dominique Martin
OVER 30
J.T. Walker
Don Cannon
James Sanford

Lake Whitney MX
Whitney, Tex.
Feb. 22, 1976
By D.H. Nielsen

JR MINI
Craig Riddle — Hon
Jay Zea — Yam
Alex Hoover — Yam
SR MINI
Johnny McGee — Hon
Derek Wedding — Yam
Frank Tello — Yam
OVER 30
Tom Hollister — Yam
L.D. Riddle — Hus
Marlin Duke — CZ
100 NOV
Mike Hawthorne — Suz
Chuck Taylor — Pen
Eddy Pate — Yam
125 NOV
Doug Gaunce — Yam
Russ Hobbs — Yam
David Banton — Yam
250 NOV
Brian Wilson — Yam
Jeff Rhodes — Yam
Marty Luther — Yam
125 INT
David DiCorte — Yam
David Jones — Hon
David Gaunce — Yam
125 EX
Mel Newman — Suz
Dicky Turnbo — Yam
Eddie Roberts — Yam
250 INT
Dennis Bishop — Bul
Dana Wright — Pen
Stan Cross — Bul
250 EX
Ricky Kidd — Hus
Darrell Hollingshead — Hus
Barry Callaway — Suz
OPEN INT
Kent Smith — Yam
Gaylon Thompson — Hus
Martin Brazil — Yam
OPEN EX
Ricky Kidd — Hus
Dewitt Knox — Yam
Jeff Kring — Yam

SRAC Race
Lakewood Cycle Park
Feb. 29, 1976
By Action Oz

MINI AM
Arthur DeHoff
Dan Walker
Brent Boyd
MINI EX
Mark Gross
MINI NOV
Greg Porter
Brad Thompson
Gary Bradley
125 NOV
Rodney Isham
Mick Ross
Tom Cox
125 B
C.R. Moore
Alan Ray
Mike Bronowski
250 NOV
Harold Hancock
Spencer Rubay
Jack Thompson
250 B
Steve Beckwith
Gary Bailey
Scott Mix
OPEN NOV
Richard Sykes
Jeff Theisen
John Carrigan
OPEN B
Dave Lindquist
Charles Jensen
Roger Pattison
OLD MANS +35
Robert Stevens
Ross Russell
Wayne McFetridge

Escape Cntry MX
Trabuco Cyn., Calif.
March 6, 1976

SUPER MINI 1st DAY
Henry Mayeda — Hon
SUPER MINI BEG
Danny Bartholomew — Yam
SUPER MINI NOV
Norman Nilsson — Hon
SUPER MINI INT
Gregg Waldrup — Yam
SUPER MINI PRO
John McKelvey — Yam
100 1st DAY
Michael schneider — Yam
100 NOV
Sam Sanford — Pen
100 INT
Kenny Morgan — Suz
100 EX
Ty Richey — Hon
125 1st DAY
Don Eisenacher — Hon
Paul Neumann — Hon
Ted Barrett — Suz
125 BEG
Mark Mason — Yam
Terry Samudio — YZ
James Moseley — Hon
125 NOV
Doug Foster — Yam
Mark Sauro — Suz
125 EX
Danny Van Auken — Hon
250 1st DAY 250 1st DAY
Bill Butler — Hon
250 BEG
Lee Carey — Osa
Larry McNeely — Suz
250 NOV
Don Harte — Suz
OPEN NOV
John Rimlinger — Yam
OPEN EX
Brad Smith — Suz

C.A.T. P.L. Trials
Phoenix, Ariz.
Feb. 15, 1976

EX
Gary LaPlante — Bul
Tom Foy — Kaw
Tim LeBlanc — Suz
AM
John Ruggles — Yam
Richard Bacon — Bul
Mark Makarov — Hon
NOV
Wayne Smith — Yam
Gary Deweese — Suz
Tom Fox — Kaw
SR
Dick Allen — Yam
Johnn Foy — Mon
Don Makarov — Hon
BEG A
Matt Osborne — Hon
Scott Walker — Hon
David Leffman — Mon
BEG B
Kirk Walker — Hon
Kenny Hancock — Hon
Tammy LeBlanc — Mon

Sprockets D-35 MX
Bakersfield, Calif.
March 7, 1976
By Cosmic Cat & Co.

MINI JR
Clark Metcalf — Yam
100 JR
Brian Mahan — Yam
100 EX
Gary Bowman — Yam
125 JR
Keith Sims — Hon
Dick Shepard — Hon
Kevin Patrick — Hon
125 INT
Ronnie Mendenhall — Hon
250 JR
Don Hopkins — Yam
Gary Sani — Hon
Johnny McAlester — CZ
250 INT
Tom Gordon — Yam
Mike Shults — Suz
OLD TIMERS
Carl Casanova — Yam

Desert Wheels MX
Edwards AFB, Calif.
March 7, 1976

MINI NOV
Todd Bausch — Yam
Jerry Fernandez — Yam
Tim Musgrove — Yam
MINI JRS
Mark Calark — Yam
Jeff Spencer — Hon
Billy Broome — Yam
MINI INT
Roger Hensley — Yam
Kevin Allman — Yam
Don Riley — Yam
100 NOV
Andrew Jefferson — Suz
Jim Hamilton — Yam
Mark Williams — Suz
100 JR
Jeff Harris — Suz
Mark Larnkjaer — Suz
Don Parker — Hon
100 SR
Kenny Hurst — Suz
125 NOV DIV I
Bob Shetter — Hon
Steve Johnson — Hon
Guy Bradshaw — Kaw
125 NOV DIV II
Steve Bullock — Yam
Jeff Spoor — Hon
Danny Kimble — Hon
125 JR
Rick Wagner — Hon
Ed Rest — Hon
Vern Trahan — Yam
125 SR
Terry Ducker — Hon
Danny Thompson — Yam
Rick Hulsizer — Yam
250 NOV DIV I
Mike Cappello — Suz
Kevin Moore — Yam
Frank Clausen — Yam
250 NOV DIV II
Mike Arbogast — Hus
Jim Pepper — Bul
Brad Kadjing — Suz
250 JR
Steve Scalzo — Hus
Mike Etchamendy — Yam
Javier Mainar — Hon
250 SR
Tom Burgess — Yam
Steve Miller — Mai
Craig Osborn — Bul
OPEN NOV
Darryl Flake — Yam
Dan Fletcher — Yam
Joe Stout — Yam
OPEN JR
Mike Brown — Suz
Paul Hale — Suz
George Ardis — Yam
OPEN SR
Wayne Garrett — Yam
Ray McCarty — Yam
James Keeler — Suz

Rawhide MX
Elsinore, Calif.
March 7, 1976
By Rex Reese

MINI NOV
Pat Taylor —
Eric Collins — Yam
Joey Hamilton — Yam
100
Mark Johnson — Hod
125 NOV
Chris Collins — Hon
Steve Arcas — Hon
Craig Gormley — Yam
125 AM
Greg Miera — Hon
Stan Adam — Hon
125 EX
Nelson Whitehall — Yam
Dana Nelson — Yam
Chris Cayo — Hon
250 NOV
Dave Helme — Suz
Steven Stark — CZ
Frank Amaya — Suz
250 AM
Terry Smith — Yam
250 EX
Keith Dysart — Hus
Steve Subith — Hus
Andy Kirker — Hus
OPEN NOV
Mark Shelton — Mai
Kenneth Upton — Suz
OPEN AM
Mike Irby — Yam
Ray Obermeyer — Hus
OPEN EX
Lee Evans — CZ
Martin Baker — Mai
Rick Lee — Yam

Stemmons MX
Farmers Branch, Tex.
Feb. 29, 1976

MINI NOV
R. Rothenberger
Jimmy Rodgers
Cliff Jansen
100 CLASS
James Carroll
Don Vaughan
Greg Blair
125 INT
Mike Connell
Billy Rubey
Willie Turlington
250 CLASS
Jeff Rhodes
Jim Spurlock
Bill Pritchett
MINI INT
Craig Beene
Mark Moseley
Willie Keith
125 NOV
Jackie Willis
Darin Myers
Jerry Schwartz
OVER 30
Jake King
Ron Jansen
Brian Attwood
EXPERT CLASS
Rick Riccardi
Charlie Backus
Joe Wolfe

Old Timers MX
Pomona, Calif.
Feb. 29, 1976
By Dal Calais

MASTER
Marvin Olson — Mai
Paul Clark — Mai
Chuck Strauss — Mai
EX
Norm Elledge — CZ
Jim Warden — Mai
Leonard Sciacca — Mai
AM
Gerald Hutchinson — Mai
Dick Doyle — CZ
Dick Varvel — CZ
NOV
Bob DeMiranda — Yam
Doyle Brown — CZ
Norm Blackmer — Kaw

Saddleback Sat. MX
Orange, Calif.
March 6, 1976

125 EX
Bruce McDougal — TM
Tag Turner — Hon
DNF
250 EX
David Williams — Yam
Steve Ryan — C-A
Jack Phillips — Mai
OPEN EX
Steve Russell — Suz
Rick McFarlane — Suz
Gary Tomcad
125 INT
Brat Catcott — Hon
Mark Elder — Yam
Tim Grant — Hon
125 JR
Mark McHenrey — Yam
Todd Duncan — Hon
Jon Smith — Yam
125 BEG
Scott White — Yam
Frank Asa — Hon
Mike Marion — Hon
250 INT
Mike Godfrey — Kaw
Chris Burgeson — Suz
Charles Richardson — Bul
250 JR
John Domosla — Mai
Roger Stanley — Yam
Bill Keefe — Kaw
250 BEG
Steve Maya — Suz
Grant Moors — Hus
Bert Dornellas — Suz
OPEN INT
Richard Gulhuas — Mai
Greg Smith — Mai
DNF
OPEN JR
Steve Olson — Mai
Marvin Olson — Mai
Paul Bronson — Yam
OPEN BEG
Joe Magazine — Yam
MINI EX
Dallas Rebello — Yam
MINI JR
Mike Bronson — Hon
Bobby Doyle — Yam
Dave White — Yam

Escape Cntry MX
Trabuco Cyn., Calif.
March 7, 1976

SUPER MINI 1st DAY
Tom Pelle — Yam
Bryan Ford — Hon
Randy Lane — Yam
SUPER MINI BEG
Scott Miller — Yz
Mark Toyama — Yam
SUPER MINI NOV
John Whitfield — Yam
Russ Elliott — Yam
Steve Adamson — Yam
SUPER MINI INT
Chris Morey — Yam
SUPER MINI EX
Bobby McGregor — Hon
SUPER MINI PRO
Steve Shippty — Yam
100 BEG
Jim Cantu — Hon
Steve Haddon — Pen
100 NOV
Mike Donovan — Hon
100 INT
Byron Barr — Hon
100 EX
Mark Marriott — Hon
125 1st DAY
Jeff Stevens — Hon
Dave Pintar — Hon
Rob Bernabe — Yam
125 BEG
Mike Blake — Hon
Donald Munkus — Hon
Jonny Harris — Yam
125 NOV
Pat McLaughlin — Hon
Doug Jacobas — Hon
David Behlings — WH
125 INT
Karl Smith — BC
125 EX
Paul Schones — Hon
Rick Thomas — Hon
David Sobodos — Hon
250 1st DAY
Gary Warner — Suz
Gary Goodger — Mai
Robyn Jones — Yam
250 BEG
Eddie Drake — Suz
Mark Torricelli — Kaw
250 NOV
Dan Hilger — Hus
Wayne Knowles — Suz
Kevin McLaughlin — Yam
250 INT
Cary Stophel — Suz
Tim Silva — Suz
Shane Redmond — Suz
250 EX
John Gilbertson — Suz
OPEN 1st DAY
Trevor Hampton — CZ
OPEN BEG
Phil Pratt — CZ
OPEN NOV
Pat Jeffreys — Hus
OPEN INT
Mark Dandoy — DMG
OPEN EX
Chuck Lunde — Mai

AMC MX
Carlsbad, Calif.
March 7, 1976
By Mike Yada

125 BEG
Joaquin Picazo — Yam
Tony Walker — Hon
Tom Bell — Yam
250 BEG
Brent Tuttle — Hus
Blake Fair — Suz
Doug Drum — Suz
500 BEG
Don Anderson — Suz
125 JR
Randy Moreno — Yam
Murray Lantz — Yam
Scott Anderson — Yam
250 JR
Jim Hanley — CZ
Denny Waite — Suz
Bud Anderson — Suz
500 JR
Mike Bomer — Suz
Pete Wilkins — Yam
Jeff Traweek — CZ
125 PP
Niki Kellogg — Yam
Jeannie Young — Mai
Carmen Reichenberg — TME
125 INT
Jerry McKinley — Hon
Corki Moore — Suz
Mike Monaghan — Yam
250 INT
Mike Sole — Kaw
Melvin Brown — Mai
Jeff Bolt — Yam
500 INT
Scot Prante — Hus
T. McKinley — Bul
Sandy Pulford — Suz
125 PRO
Jimmy Wright — Hon
Mike Raines — MM
Gerald Stewart — Yam
250 PRO
Jeff Matthews — Can
Hank Schmidt — Hus
Morris Malone
500 PRO — Suz
Greg Blackwell — Hus
Steve Rawson — Suz
Kevin Young — Mai
MINI BEG
Mike Bronson — Hon
Keith Songer — Yam
JR
Kenny Campbell — Yam
EX
Andy Robeson — Yam
100 BEG
Bill Gaskin — Suz
JR
Scott Sasola

RESULTS

Escape Country MX
Trabuco Cyn., Calif.
Feb. 29, 1976

SUPER MINI 1st DAY	
Rudy Dickinson	Hon
John Criqui	Hon
SUPER MINI BEG	
Richard Sands	Yam
David Hooper	Hon
SUPER MINI NOV	
Gary Goforth	DMG
Adam Renteria	Yam
SUPER MINI INT	
Mike Brown	Yam
SUPER MINI PRO	
Rex Smith	Yam
100 1st DAY	
Jeff Greenlee	Yam
100 BEG	
Sam Sanford	Pen
100 NOV	
Ladell Eide	BMH
Dean Lange	Hon
100 INT	
Mike Musson	Hon
100 EX	
Russ Eide	BMH
125 1st DAY	
Craig Page	Suz
Lance Ulrich	Suz
Ted Barrett	Suz
125 BEG	
Greg Landers	Hon
Joe Crozer	Hon
Phil Jones	Yam
125 NOV	
Steven Steiert	Hon
Mike Blake	Hon
Jerry Lee	Hon
125 EX	
Steve Schilling	Hon
Ty Richy	Suz
Karl Smith	BC
250 1st DAY	
Ron Jones	Yam
Brian Burns	Suz
Pat Corcoran	CZ
250 BEG	
Mike Beard	Suz
Eddie Drake	Suz
Lee Hudson	Hus
250 NOV	
Gary Gonzales	Mai
Tim Criswell	Suz
Ken Day	Suz
250 INT	
Kenny Meeks	Suz
Rock Caswell	Suz
250 EX	
Mark Marinez	Mai
OPEN NOV	
Jerry Kessloff	Yam
Pat Jefferys	Hus
OPEN INT	
Dale Lewis	Suz
OPEN EX	
Andy Bolander	CZ
Robert Zingg	Suz

Escape Country MX
Trabuco Cyn., Calif.
Feb. 28, 1976

MINI CLASS	
Brent Bowers	Ind
SUPER MINI 1st DAY	
Danny Bartholomew	Yam
Ricky Cecrle	Hon
SUPER MINI BEG	
Sean Gilboy	Hon
Ed Jackson	Hon
SUPER MINI INT	
Steve Postlewaite	Yam
SUPER MINI EX	
Rick Collins	Hon
100 1st DAY	
Kevin Pittman	Hon
100 BEG	
Jim Cantu	Hon
100 NOV	
Steve Jacobson	Suz
125 1st DAY	
Frank Borges	Yam
Paul Neumann	Hon
Danny Schlosslerg	Yam
125 BEG	
Dale Borges	Yam
Todd Layman	Kaw
Dave Stablein	YZ
125 NOV	
Ted Waldrup	Hon
Doug Foster	Yam
125 EX	
Jim Lesniewski	Hus
250 1st DAY	
J.D. Morris	Yam
John Butler	Yam
250 BEG	
Gary Pollitt	CZ
Ron Stablein	YZ
Larry McNeely	Suz
250 NOV	
Dan De'Arman	CZ
250 INT	
Kenny Meeks	Suz
250 EX	
Jim Lesniewski	Bul
OPEN BEG	
Dirk Christransen	Yam
OPEN INT	
Bob Savage	Mai

Escape Country MX
Trabuco Cyn, Cal.
Feb. 21, 1976

SUPER MINI	
David Hooper	Hon
SUPER MINI NOV	
Mike Wilcox	Hon
SUPER MINI INT	
Gregg Waldrupp	YZ
100 NOV	
John Underhill	Yam
100 BEG	
Steve Haddon	Pen
125	
David Jones	Hon
125 BEG	
James Moseley	Hon
Randy Rogers	Yam
125 NOV	
Steve Jugan	Hon
Rick Stupin	Yam
125 INT	
Paul Ivie	YZ
250	
Steve Salas	Yam
Wayne Schaaf	Suz
250 BEG	
Kurt Kovacks	Yam
250 NOV	
Gary Gonzales	Mai
Don Harte	Suz
250 INT	
John Layne	CZ
OPEN INT	
Bob Savage	Mai
OPEN EX	
Tom Mayfield	Mai
250 EX	
Steve Pigage	Yam

C.A.T. Great Groundhog Trials
Phoenix, AZ.
Feb. 1, 1976

EXPERT	
Randy Clark	74
Tom Foy	78
Tim LeBlanc	94
David Clark	101
AMATEUR	
David Warren	67
Richard Bacon	73
Dennis Probasco	75
Gordon Underwood	82
NOVICE	
Wayne Smith	19
David Deweese	27
Gary Deweese	31
David Luke	43
Bob Fitzpatrick	47
SENIOR	
John Holbrook	17
Dick Allen	30
Al Clark	31
John Foy	35
Cal Miller	35
BEGINNER DIV A	
Scott Walker	3
David Leffmann	6
Mike Carlton	8
Matt Osborn	11
Maailyn Ruggles	12
BEGINNERS B	
Ken Hancock	5
Kirk Walker	8
Andy Karaba	9
Jean Sleater	12
Mike Fitzpatrick	17

Corona H-M & ST
Corona, Calif.
March 3, 1976
By Elaine Jones

SHORT TRACK	
MINI TO 125	
Robert Murphy	Yam
Chris Gables	Yam
Walter Holder	Suz
250 NOV/125 AM	
Fred Conover	Kaw
Mike DeBruyn	Yam
David Callaway	Kaw
OPEN NOV/250 AM	
Mike Allen	Kaw
Geoff Dawson	Yam
Larry Matties	Suz
HALF MILE	
MINI TO 125	
Walter Holder	Yam
Chris Gables	Yam
Bobby Garmbedinn	Yam
250 NOV/125 AM	
Danny Perkins	Hon
Fred Conover	Kaw
David Callaway	Kaw
250 TWIN	
Tim McWhorter	Yam
Eddie San Roman	Yam
Charlie Summers	Yam
OPEN NOV/250 AM	
Mike Allen	Yam
Geoff Dawson	Yam
Larry Matties	Suz

SATA Stone Mtn. Trials
Tucson, Ariz.
Feb. 22, 1976

NOVICE	
Glenn Hammett	Yam
Dave Luke	Bul
R.W. Oxley	Suz
JR	
Curt Sanders	Yam
Joel Matthews	Mon
Patsy Giemsoe	Yam
AM	
Richard Bacon	Bul
Dennis Person	Hon
Gary Smith	Bul
ENDURO	
Michael Reed	Bul
Bob Gates	Hod
Janett Matthews	Mon
JR EX	
Walt Beuckman	Hon
Clint Matthews	Mon
Justin Sommers	Mon

Perris ST
Perris, Calif.
March 7, 1976

SHORT TRACK	
MINI 50	
Eddie Robison	Hon
Russell Brown	
MINI NOV	
Larry Penrod	Yam
David Hulbert	Yam
Kirk Johnson	Yam
MINI A/E	
Jay Bales	Yam
Pete Hames	Yam
Robby Robison	Yam
125 NOV	
Larry Penrod	
Robby Robison	
125 A/E	
Mike Tidwell	Yam
Don Tortorelli	HD
Darren Penrod	Yam
250 A/E	
Mike Tidwell	Yam
Bill Dobbs	Yam
Don Tortorelli	HD
500 NOV	
Steve Bennett	Kaw
Stan Kemp	Hon
Ray Lovel	Yam
OPEN A/E OT	
Devon Sowell	Yam
Jim Pitman	Yam
Grant Murray	Mai
TT	
MINI 50	
Eddie Robison	Hon
Russell Brown	Hon
MINI NOV	
Larry Penrod	Yam
Benjie Meyer	Yam
Kirk Johnson	Yam
MINI A/E	
Jay Bales	
Robby Robison	
Pete Hames	
100 NOV	
Eugene Brown	Yam
Rick Holmes	Yam
Dennis Glass	Hod
125 NOV	
Larry Penrod	Yam
Robby Robison	Yam
125 A/E	
Darren Penrod	Yam
Mike Tidwell	Yam
Eddie Lawson	Yam
TT	
250 NOV	
Bill Dobbs	Yam
David Calloway	Kaw
Ron Harriman	Yam
250 A/E	
Mike Tidwell	Yam
Don Tortorelli	HD
Ray Lovell	Yam
500 NOV	
Stan Kemp	Hon
Bill Cervera	Bul
Ray Lovell	Yam
500 A/E OT	
Rich Marquis	Hon
Artie Nay	Kaw
Jim Pitman	Yam
OPEN NOV A/E	
Pat Dobbins	Tri
William Fulton	Tri
Rich Marquis	Hon

Race HSMX
Corona Raceway
Corona, Calif.
Mar. 5, 1976
By Rex Reese

HIGH SCHOOL CLASSES	
MINI	
Roger Farr	Upl
Alan Small	Pol
Don Hockett	Upl
POWDER PUFF	
Cathy Riddle	Upl
Janel Colvin	Upl
100 NOV	
Don Hockett	Upl
Dan Rees	Upl
Alan Small	Pol
100 SR	
Don Hockettr	Upl
Ron Rossetti	Pol
Greg Sheets	Upl
125 NOV	
Scott McCarty	Upl
Doug Bean	Cor
Alan Skiles	Upl
125 INT	
Karl Hostetler	Upl
Steve Sparks	Pol
Mike Roberts	Pol
125 SR	
George Baker	Upl
Rollie Smith	Upl
Blake Bunnel	Pol
175 NOV	
Mike Mabry	Upl
Alan Skiles	Upl
Kerry Keatherly	Cor
175 INT	
Karl Hostetler	Upl
Jim Barker	Upl
Jim Schneider	Pol
175 SR	
George Baker	Upl
Dan Hockett	Upl
Rollie Smith	Upl
250 NOV	
Augie Galaz	Upl
Gary Beatty	Cor
Richard Abend	Upl
250 INT	
Danny Jean	Cor
Gino Filippi	Upl
500 NOV/INT	
Gino Filippi	Upl
Augie Galaz	Upl
Ron Horner	Pol
UNATTACHED	
MINI	
Robbie Chapman	Yam
Todd Izzo	Hon
Scott Izzo	Hon
125 BEG	
Mike Auer	Suz
Brad Izzo	Hon
Allen Scarbrough	Suz
250 JR	
Dan Shionti	Bul
Randy Lester	Gre
David Calloway	Kaw
100 PRO	
Ty Richey	Hon
Danny Vankonin	Hon
125 PRO	
David Williams	Yam
Robin Richey	Hon
Willie Nash	Suz

Perris TT
Perris, Calif.
Feb. 29, 1976
By R.A.B.I. Inc.

MINI 50	
Russell Brown	Hon
Eddie Robison	Hon
Kelly Robison	Hon
MINI NOV	
Benjie Meyer	Yam
Erik Johnson	Yam
Eugene Brown	Yam
MINI A/E	
Jay Bales	Yam
Robby Robison	Yam
Pete Hames	Yam
100 NOV	
Larry Bales	Yam
Spike Shelton	Yam
Shawn Pettis	Yam
125 NOV	
Bruce Heiland	Yam
Greg Bell	Hon
Robby Robisonn	Yam
125 A/E	
Darren Penrod	Yam
Scott Cook	Hon
Mike Tidwell	Yam
250 NOV	
Bill Dobbs	Yam
Chris Choisser	Yam
Kerry Picken	Yam
250 NOV	
David Calloway	Kaw
Randy Sample	CZ
David Zinniker	BT
250 A/E	
Mike Tidwell	Yam
Dylan Niehart	Yam
Joe Steffen	Yam
500 NOV	
Jeff North	CZ
Flip Binkley	Yam
Jim Chapman	Kaw
500 A/E	
Gordon Kidd	Yam
Ed Steffen	Yam
Bob Sanders	Yam
OPEN A/E	
Bob Sanders	Yam
Bob Graves	Yam
Grant Murray	Mai

Perris ST
Perris, Calif.
Feb. 29, 1976
By R.A.B.I. Inc.

MINI 50	
Eddie Robison	Hon
Russell Brown	Hon
Kelly Robison	Hon
MINI NOV	
Benjie Meyer	Yam
Darren Hurlbert	Yam
Kirk Johnson	Yam
MINI A/E	
Jay Bales	Yam
Robby Robison	Yam
125 NOV	
Larry Bales	Yam
Robby Robison	Yam
Bruce Heiland	Yam
125 A/E	
Darren Penrod	Yam
Scott Cook	Hon
Jay Bales	Yam
250 NOV	
Bill Dobbs	Yam
David Calloway	Kaw
Chris Choisser	Yam
250 A/E	
Dylan Neihart	Yam
Joe Steffen	Yam
Don Keeling	Yam
500 NOV	
Flip Binkley	Yam
Jim Chapman	Kaw
Paul Whealey	Hon
500 A/E	
Gordon Kidd	Yam
Steve Bennett	Kaw
Gene Bennett	Yam
OPEN A/E	
Eddie Lawson	Tri
Bob Graves	Yam
Grant Murray	Mai

Sprockets MX
Bakersfield, Cal.
Feb. 15, 1976

MINI	
Jay Glover	Hon
Dru Wofford	Yam
INT	
Terry Hampton	Yam
EX	
Bobby Perry	Yam
100	
JR	
Doran Potter	Yam
Elgin Breedlove	Yam
INT	
Fred Perry	Hon
125	
JR DIV I	
Tim Baughman	Hon
Wally Koch	Hon
Mark Abler	Suz
JR DIV 2	
Jeff Stubblefield	Hon
Kevin Patrick	Hon
Eric Eisner	Yam
INT	
Ron Bowman	Hon
Rick Eutsler	Yam
250	
JR DIV I	
John Lawson	Hus
Jeff Friehanf	Oss
Dennis Stubblefield	Hon
JR DIV I	
Don Hopkins	Yam
Ron Hardin	Kaw
INT	
Mike Shults	Suz
Tom Gordon	Yam
John Jackson	Yam
EX	
Phil Taylor	Hon
Jeffrey Wright	KTM
Randy Lewis	OSS
OPEN	
INT	
Ken Parker	Yam
Rusty Huntt	Kaw
EX	
Jeff Folland	KTM
OLD TIMERS	
Wayne King	KTM
Terry Williams	Pen
Carl Casanova	Yam

Rough Scrambles
Sacramento, Calif.
Feb. 22, 1976
By Charline Buckley

MINI	
80 NOV	
Joe Brazil	Hon
Shawn Walkingstick	Yam
Billy R. Williams	Yam
MAXI	
100 NOV	
Marc Howard	Suz
Greg Hanks	Suz
Steve Luich	Hon
100 JR/EX	
Kendall Powers	Yam
Troy Arnold	Suz
125 NOV	
Phil Leward	Bul
Bob Hiler	Kaw
Jack Breneisen	Suz
125 JR	
Marvin Woods	Suz
250 NOV	
Greg Tinny	Hon
Daniel Cargill	Hon
Robert McGowen	Bul
250 JR/EX	
Tom Lucas	Hus
500 NOV	
Harold Buckley	Yam
Peter Storer	Suz
Dick Arnold	Mai
OPEN EX	
Ted Gansberger	Hon

CMC Saddleback
Orange, Calif.
March 7, 1976
By Joel Jamieson

MINI EX	
Eric Stone	Yam
Rick Atkins	Hon
Scott Kingg	Yam
MINI JR	
Reid Barnt	Bar
Jeff Grise	Yam
Kevin Iribarren	Yam
500 PRO	
Jon Derhammer	Mai
Val Tamietti	Mai
Luke Messer	Mai
500 INT	
Jeff Clark	CZ
Bob Fisk	Mai
Raul Escamillla	CZ
500 JR	
Mark Blavet	Mai
Bill Smith	Suz
David Aleman	Suz
250 PRO	
Broc Glover	DG
Bruce McDougal	TM
Dave Taylor	Hon
125 INT	
Tom Tolar	MM
Dan Schramm	Hon
Darrelll Hutchins	Hon
125 JR	
Mike Eddy	Hon
Karl Davis	Yam
Larry Morton	Hon

High Pt. Series Final
Perris, Calif.
Feb. 29, 1976
By R.A.B.!. Inc.

MINI 50	
Eddie Robison	Hon
MINI NOV	
Kirk Johnson	Yam
MINI A/E	
Jay Bales	Yam
100 NOV	
David DeTemple	Yam
125 NOV	
Bruce Heiland	Yam
125 A/E	
Mike Tidwell	Yam
250 NOV	
Chris Choisser	Yam
250 A/E	
Joe Steffen	Yam
500 NOV	
Flip Binkley	Yam
500 A/E	
Steve Bennett	Yam
OPEN NOV	
Dave Destler	Tri
OPEN A/E	
Bob Graves	Yam
OLD TIMERS	
Grant Murray	Mai

CMC NITE MX
Irwindale, Calif.
March 5, 1976
By Tom Blattler

MINI JR	
Harvey Perez	Yam
Dede Cates	MM
Jim Boyd	Yam
MINI EX	
Dean Cates	MM
Rick Simmons	Yam
Rex Smith	Yam
100 JR	
Alex Cruz	Hon
Angel Montoya	Yam
Dane Copeland	Suz
125 JR DIV I	
Keith Ehlers	Hon
Steve Pendleton	Hon
Hal Edwards	Hon
125 JR DIV II	
Dave Smoot	Hon
Ernie Valenzuela	Suz
Robert Sena	Bul
125 INT	
Darrell Hutchins	Hon
Bill McFarland	Hon
Pat Delligatta	Hon
250 JR	
Mark Shaw	Yam
Rick Tolson	Suz
John Lopezz	Oss
250 INT	
Mike DePhillips	Mai
Bill Boyer	Suz
Don Miller	Suz
500 JR	
Shawn Underwood	Yam
Bob Perez	Mai
Phil Ferree	Mai
500 INT	
Kevin Corson	Suz
Marcas Mitchell	Mai
Art McClain	CZ
125 PRO	
John Atwood	Yam
Steve Schilling	Hon
Dave Taylor	Hon
250 PRO	
Val Tamietti	Mai
Jeff Vidic	Mai
Dave Carlson	Mai
500 PRO	
Val Tamietti	Mai
Chuck Lunde	Mai
Luke Messer	Mai

Rough Scrambles
Salinas, Calif.
Feb. 29, 1976
By Burt Dinner

100 NOV	
S. Markley	Yam
S. Hall	Yam
125 NOV	
W. Busby	Yam
R. McClay	Yam
R. Gallegas	Suz
125 JR	
B. Robicheaux	Yam
125 EX	
K. Netto	Yam
200 JR	
J. Stirling	Hon
K. Day	Suz
250 NOV	
S. Eubanks	Suz
R. Robinson	Suz
R. Goldsmith	Yam
250 EX	
B. King	Yam
L. Siedel	Bul
OPEN NOV	
S. Carothers	Yam
J. Stirling	Hus
OPEN JR	
R. Day	Bul
B. Robicheaux	Yam
OPEN EX	
R. Graham	Yam
S. Eklund	Yam
D. Spence	Yam
EX MATCH RACE	
B. King	Yam

Valley Dirt Riders Motocross
S.R.A.C.
Berthoud, Colo.
By Action Oz

MINI EX	
Sammy Salter	Yam
MINI NOV	
Randy Isham	Yam
Gary Bradley	Yam
Darrell Pfluger	Yam
MINI B	
Chris Culp	Yam
David Pfluger	Yam
Kevin Mansfield	Yam
125 NOV	
Steve Weinmeister	Yam
Rod Isham	Yam
Steve Palko	Kaw
250 NOV	
John Krieger	Kaw
Pierre Andrade	Bul
Kevin Taylor	Suz
125 B	
Mike Surratt	Suz
Bob Range	Yam
Frank Hardman	Yam
250 B	
Kim Hiserote	Pen
Duane Littlejohn	Yam
Steve Broes	Hus
OPEN B	
Paul Gillis	Yam
Wayne York	Suz
Robert Reau	Mai
OPEN NOV	
Allen Yetler	Yam
David Erickson	Yam
Bruce Downs	Yam
125 A	
Albert Firestine	Yam
J. Rice	
Jack Todd	Yam
250 A	
Jack Todd	Mai
Richard Dostal	Bul
Shane Cannon	Kaw
OPEN A	
Stan Elgard	Bul
Stan Smith	Mai
Bob Moore	Yam

BOSS CMC MX
Marysville, Calif.
Feb. 29, 1976

By Sallee Hilton	
MINI NOV	
Steven Jiminez	Yam
Tim Rosenberg	Yam
Shawn Vogel	Suz
100 NOV	
Rod Saling	Suz
Kevin Droivold	Suz
Stuart Vogel	Suz
125 NOV DIV I	
Danny Dennis	Hon
Randy Chapman	Suz
Bobby Coker	Yam
125 NOV DIV II	
Peter Miller	Hon
Todd Snook	Hon
Kenny Kudrna	Suz
250 NOV	
Rick Kluve	CZ
Quinn Drechsel	Bul
Art Stapleton	Suz
OPEN NOV	
Ken McFarland	Suz
Frank Vizcarra	Bul
Frank Wood	Suz
125 INT	
Alan Rohrer	Hon
David Gomez	Hon
Mark Womble	Nog
250 INT	
Ron Combs	Bul
Dan Cole	Kaw
George Taylor	Bul
OPEN INT	
Eugene Bershovel	Mai
Edward Ridenhourer	Hus
Mark Foster	Kaw
125 EX	
Robert Norton	Hon
David Wood	Yam
Eddie Brown	Hon
250 EX	
Brian Jodry	Mon
Dave Longcor	Bul
Floyd Davis	Suz
OPEN EX	
Danny Leet	
Delno Becker	CZ
Brian Jodry	Hus
VETS	
Charlie Sexton	Yam
Bob Mars	Suz

Asbury Park MX
Albany, Ore.
March 1, 1976
By Chuck Iken

MINI JR	
Jeff Cooper	Yam
MINI EX	
Robby Watilo	Yam
100 JR	
Bryan Bird	Yam
Jeff Landrum	Suz
Steve Pless	Suz
125 JR/INT COMB	
Jim Michletich	Hon
David Van Epps	Hon
Tom Harrington	Hon
250 JR	
Dave Fryer	Yam
OPEN	
Jack Coulter	Yam

Fremont Marathon
Fremont, Calif.
Feb. 29, 1976
By W.H. Spencer

MINI	
Randu Sanders/ Jeff Kanzonvich	Hon
Rick Delong	Yam
Rick Ryan	Yam
125	
Bob Linnell/ Morgan	Yam
Mickey & Rick Sanders	Hon
Larry Bain/ Dave Cascio	Yam
250	
Gary Vanderpool	Hon
Juan Salas/ John Silva	Mai
Rick Timossi	Suz
OPEN	
Leo Schlumpf	Hon
Mark Koenig	KTM
Jim Furness	Mai

B.O.S.S. CMC MX
Dixon, Calif.
Feb. 22, 1976
By Sallee Hilton

MINI NOV	
Tom Dempsey	Yam
Mike Beier	Hon
Eugene Franklin	Yam
MINI EX	
Jimmy Robertson	Yam
Greg Bonovich	Yam
100 NOV	
John Jacobs	Car
Scott Stanley	Suz
Dennis Brown	Suz
100 INT	
Keith Triplett	Pen
POWDER PUFF	
Christine Smith	Yam
Carol Bellicitti	Hon
VET NOV	
Doug Fielding	Bul
Lynn Wigington	Bul
Bob Phinney	Yam
VET INT	
Al Baumann	Yam
OLD TIMERS	
Carl Leihr	Car
Vernon Howell	Tri
John Dotson	Bul
125 NOV DIV I	
Dana Waxham	Suz
Kenny Kudrna	Suz
Danny Dennis	Hon
125 NOV DIV II	
Jeff Welch	Hon
James Neeham	Suz
Floyd Ertel	Yam
125 NOV DIV I	
Tom Larsson	Hus
Greg Rubinstein	Hus
Steve Branton	C-A
250 NOV DIV II	
Dennis Canevari	Hus
Jimmy Fish	Suz
Mitch Sylva	Hus
OPEN NOV	
Kent Higginbotham	Mai
Chris Nadotti	Yam
Bob Putney	Yam
125 EX	
Don Cantaloupi	Yam
Dave Coupe	Yam
David Wood	Yam
125 INT	
Danny Willis	Yam
Dale Pirlo	Suz
Pat Yoho	Yam
250 EX	
Don Cantaloupi	Nog
Brian Jodry	Mon
Renny Bruns	Hus
250 INT	
William Ortner	Bul
Roger Eiberger	Hus
Jeff Timmerman	Bul
OPEN EX	
Pat Richter	KTM
Ted Rogers	Hus
Mike Cates	Yam
OPEN INT	
John Bellicitti	Yam
Bob Bellicitti	Yam
Jim Dallara	Mai

Norcal MX
Livermore, Calif.
March 7, 1976
By Steve Castillo

MINI	
Todd Provine	Hon
K.T. Berry	Yam
MINI EX	
Joey Schlag	Hon
WOMENS DIV	
Nasty Nan	Hus
OLD TIMERS/VETS	
Jerry Jackson	Suz
Leigh Hyatt	Yam
125 JR	
Mark Olund	Yam
Tony O'Reilly	Hon
Bob Grewer	Hon
250 JR DIV I	
Joe Headley	Bul
Jerry Edie	Yam
Curt Pflaumer	-
250 JR DIV II	
Rich Voss	Bul
Bob Ellis	YZ
Perek Wittorff	Suz
500 JR	
Ed Brown	Hus
Mickey Smith	Suz
John Roeder	Yam
125 INT	
Alan Rohrer	Hon
Russel Daley	Yam
Randy Denton	Yam
500 INT	
Ray Arndt	Suz
Larry Lacey	Suz
125 PRO	
Magoo	KTM
David Ernst	Yam
Dan Castellano	Yam
250 PRO	
Dave Mythen	Bul
Chris Grewer	Hus
Phil Crane	Suz
500 PRO	
Gary Murphy	Hus
Pat Brown	Bul
Charles Halcomb	Hus

Rio Bravo MX
Houston, Tex.
Feb. 22, 1976
By Mark Knowles

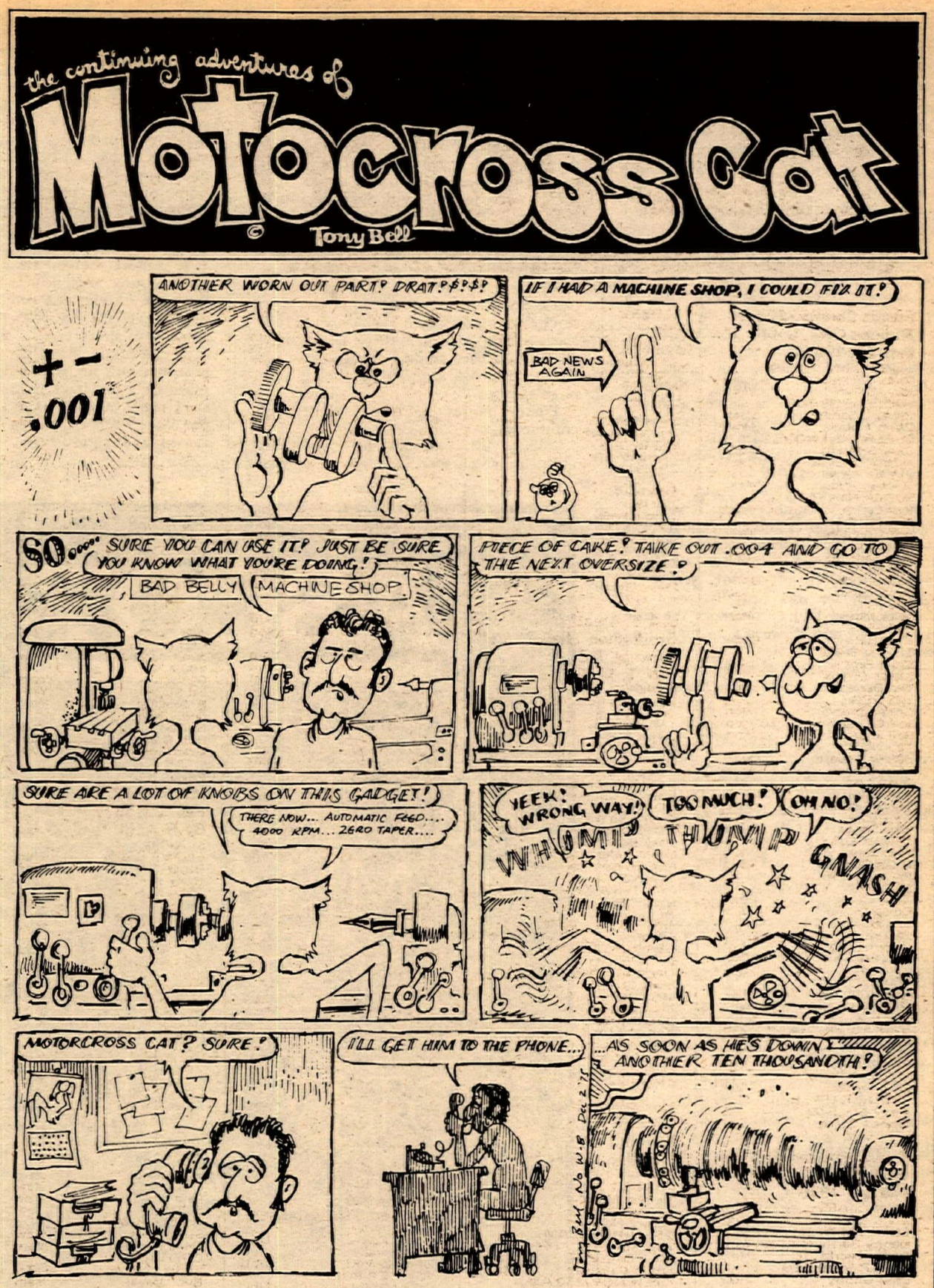
MINI UNDER 12	
Bob Waldron	
Mike Dickey	
Berry King	
MINI OVER 12	
Guy Welch	
Jerry Surber	
Darrell White	
POWDER PUFF	
Donna Koch	
Diane Ashen	
Melandy MacGregor	
OVER 30 125	
Bob Merritt	
Mike Macejewski	
James Aaron	
OVER 30 OPEN	
Jerry Darnell	
Lawrence Lucia	
Ken Lovejoy	
100 AM	
Troy Broussard	
David Lichenstein	
Rich McCrosky	
125 AM A	
Curt Hawkins	
Robert Wells	
Ryan Kirkpatrick	
125 AM B	
Troy Broussard	
Mike Bodenhamer	
David Bingham	
125 INT	
Arthur Prater	
Randy Adams	
Steve Woodlane	
125 EX	
Bo Koch	
Mickey Pizzatola	
Glen Johnson	
250 AM A	
Roy Scroggins	
Joe Haney	
David Wisofsky	
250 AM B	
John Pursley	
Scott Smith	
Johnny Mikolas	
250 EX	
Bo Koch	
James Tidwell	
Darwin Huckabee	
OPEN AM	
Henry Pena	
Jimmy Ingram	
Brian Darnell	
OPEN EX	
James Tidwell	
Mark Pardue	
Bart Batson	

Rio Bravo MX
Houston, Tex.
Feb. 29, 1976
By Mark Knowles

MINI UNDER 12	
Mike Dickey	
Craig Raymond	
Von Thomas	
MINI OVER 12	
Guy Welch	
John Bersch	
Terry Nall	
PP	
Tina Duncan	
Donna Koch	
Melandy McGregor	
OVER 30 125	
James Aaron	
Buddy Hollard	
Jim McBay	
OVER 30 OPEN	
Jerry Darnell	
Ken lovejoy	
Earl Cherry	
100 AM	
Chuck Platt	
Butch Maiden	
Bruce Slaughter	
125 AM A	
Mike Bodenhamer	
Randy Raspberry	
Greg Turman	
125 AM B	
Kevin Hemphill	
Eric Zenis	
Paul Demetricia	
125 INT	
Arthur Prater	
Don Guillory	
Blake Haynes	
125 EX	
Steve Schramm	
Bo Koch	
Louis Presley	
250 AM A	
Jay LeBlanc	
Mark Burges	
Terry Edelmon	
250 AM B	
Don Guillory	
Clifton Pennington	
James Kinzler	
250 EX	
Bo Koch	
Mike Wharton	
Barry Duncan	
OPEN AM	
Blake Haynes	
John Pursley	
Clifton Pennington	
OPEN EX	
Bob Wharton	
Greg Howard	
Ronnie Hohle	

TT Scrambles
Elsinore, Calif.
Feb. 28, 1976
By Andi Gangewer

MINI BEG NOV	
Eugene Brown	Hor
Bobby Garabedian	Yam
Jeff Abel	Yam
MINI AM/EX	
Benjie Meyer	Yam
Ken McIntire	-
Scott Fraley	Yam
100 COMB	



John Throne	Yam
Mike Word	Hod
Mark Allen	Yam
125 BEG	
Mike McDermed	-
Oscar Ferrer	Yam
Kevin Flaherty	Hon
250 BEG	
Rick Sowma	Yam
Robert Murphty	Yam
Robert Lvnch	Yam
125 NOV	
Tommy Walton	Yam
Todd Houghton	Suz
Mike Tarter	Hon
250 NOV	
Lloyd Patzke	Yam
Cal Wangrud	-
Bill Myers	Yam
OPEN NOV	
Dwayne Locke	Yam
Orlando Lamboy	Yam
Bob Kellam	Mai
SPEC NOV	
Jim Forehand	-
Lloyd Patzke	Yam
Craig Hudson	Yam
125 AM	
Steve Griffith	Yam
Jim Forehand	Hon
Jack Smith	Yam
250 AM/EX	
Eddie Beeson	Yam
John Luck	Kaw
OPEN AM	
Larry Hedstrom	Yam
Craig Hudson	Yam
Pat Dobbins	Tri
OPEN EX	
Steve Montague	Mai
Arthur Junker	Mai
SPEC EX	
Steve Griffith	Yam
Brian Webb	Yam
Steve Montague	Mai

AME Nite MX
Valencia, Calif.
Feb. 27, 1976
By Ted Titmas

MINI EX	
A J Whiting	Yam
Jim Holly	Hon
Darel Francis	Yam
POWDER PUFF	
Eileen Alba	Hon
Dena Silicato	Yam
MINI JR	
Steve Allensworth	Yam
Jeff Airey	YZ
Tim Smith	Yam
MINI INT	
Mark Tomaselli	YZ
Blake Reynolds	Yam
Holly Troxler	Yam
100 BEG	
Kenny Hurst	Suz
Joel Okum	Suz
Allen Hopper	YZ
100 JR	
Jeff Johnson	Yam
Jeff Kirby	Suz
Rick Guilmette	Suz
100 INT	
John O'Mara	Suz
Tom Feland	Hon
David Ritter	Suz
250 BEG	
Cory Sawyer	Suz
Jeff Denes	Bul
Bill Throckmorton	Suz
250 PRO	
Will Harper	Mai
Mike Pillar	Mai
Jeff Wright	KTM
250 INT	
Mike Boyd	Suz
Greg Wilburn	Bul
Tony Mason	Mai
OLD TIMERS	
Dick McDonald	Suz
Wiley Seitzler	Suz
Art Whiting	Yam
250 JR	
Arnold Comproni	Mai
Steve Dalley	Hon
Angelo Cofino	Suz
500 BEG	
Dennis Murry	Hon
Mike Rochester	Hon
Bruce Brotcke	Suz
500 JR	
Jerry Asher	Yam
Steve Barrett	Mai
500 PRO	
Will Harper	Mai
Daugh Haugh	Mai
Tom Clair	CZ
500 INT	
Dave Clinton	Kaw
Gene Smith	Tri
125 PRO	
Jim Hale	Hon
Bob Kline	Hon
Andy Jannings	Hon
125 INT	
Mark Boren	Hon
Steve Hadley	Hon
Terry Ducker	Hon
125 JR DIV 2	
Jeff Brigham	Hon
Scott Berg	Hon
Ric Housel	Hon
125 JR DIV 1	
Robbie Nealy	Hon
Scott Morgan	Hon
Jamie Einbund	Hon
125 BEG DIV 1	
Gary Payne	Hon
Mike Parsons	Suz
Duffy Phelds	Yam
125 BEG DIV 2	
Jim Davis	Suz
Brad Nevins	Yam
Vern Trahan	Yam

Canyon Raceway MX
Phoenix, Ariz.
Feb. 29, 1976
By Larry LOwen

PEE WEE	
Steve Belluzzi	Hon
MINI BEG	
Bob Belluzzi	Yam
Mike White	Yam
Gregor Shewman	Yam
MINI NOV	
Gary Hyde	Hon
Brett Billett	Yam
John Erwin	Yam
MINI AM	
Bobby Winn	Hon
Drey Dircks	Yam
Ronnie Fields	Hon
MINI EX	
Scott Reddell	Yam
Troy Blake	Hon
Mark Meredith	Hon
100 NOV	
Jeff Morgan	Suz
Doug Palmateer	Yam
Bobby Reed	Yam
100 AM	
Mark Metzer	Hon
125 BEG	
Gary Spadafore	Yam
Sam Hilliard	Hon
Bret Smith	Yam
125 NOV	
Dale Jones	Suz
John Deremo	Hon
Robert Serna	Hon
125 AM	
Scott Andrist	Yam
Brian Shinabarger	Yam
Tracy Adams	Hon
125 EX	
Carlos Serrano	Suz
Danny Chevrette	Suz
Gary Understiller	Hon
250 BEG	
Rob Auxier	Hon
Brad Emmett	Suz
Dewey Ritterskamp	Suz
250 NOV	
Darryl Emmett	Suz
George Jarvie	Hus
Doug Allen	Suz
250 AM	
Kenny Dalla	
John Walker	KTM
250 EX	
Carlos Serrano	Suz
Bob Blose	Suz
Doug Raines	Kaw
OPEN NOV	
Mike McCarty	Suz
Joe Soldvere	Hus
Mike Aragoast	Suz
OPEN AM	
Shannon Drapeau	Suz
Randy Brawner	Mai
Bill Chunn	Mai
OPEN EX	
Bob Blose	Hus
Robert Brawner	Kaw
Tom Hooker	Yam
OLD TIMERS -35	
Tom Erb	Suz
Keith Martin	Yam
Jerry Foster	C-Z
OLD TIMERS +35	
Jim Pursell	Suz
Floyd Shalley	Yam
Dan King	Yam
TURKEYS	
Marvin James	Hon
Liz Wouters	Yam
Robert Finley	Yam

ASCOT

THE NEVER FORGET MEMORY SCHOOL OF GREAT & NOT SO GREAT EXPECTATIONS

By Maureen Lee

Item. A 1961 photo of determined looking men in plain black leathers with jerseys bearing brand name and riding number; side by side, elbow to elbow boring around the turn. On the outside is Al Gunter (BSA), on the inside the great Joe Leonard (H-D) and the sandwich in the middle is a young Gary Nixon on a Matchless. That shot brought back the memories . . ..

Ascot Park. There's not a big name in dirt track circles, be it four-wheeled or two, who hasn't been there. To the motorcycle racing fraternity it's a legendary place. Some of the Eastern riders don't like it one bit, especially those weaned on the horse-tracks of the Midwest. More than one top nationally rated hotshoe, Grand National Champion included, has arrived at Ascot to put everyone away only to have one of the local riders roll him up.

1962 was a great case in point. These were the days of the infamous Ascot "BSA Wrecking Crew" and Carroll Resweber was Number One. It was the eight mile National and excitement was really high. Bart Markel was challenging Resweber's domination, but in those days Markel fell off a lot. When he didn't fall, he was brutally fast. His track conduct had earned him the title "Bad Bart" and it wasn't an endearing term.

There they were that night. Carroll Resweber, a handsome quiet Texan with exacting technique and Bart Markel who had you babbling to yourself as he would "diamond" those Ascot turns. No one has done that since.

"Well" sages in the stands said. "Our guys are good but they can't beat those big boys! That ol' Bart! Didya see that line of his? Ain't that crazy? Tonight he's goin' to get ol' Resweber." "Nah, Resweber's goin' to get ol' Bart."

When the checkered flag fell ol' Al Gunter had got both ol' Resweber and ol' Bart and in second was another Wrecking Crew member, Jack O'Brien. Third was Resweber and fourth Dick Mann. Markel, who set two track records that night, fell and in a huff left his Harley where it lay. To be fair, Resweber was still suffering the effects of an earlier crash. But the legend of Ascot grew that night.

Then there was the 1968 National people still talk about. Gary Nixon had become Grand National Champion the year before over George Roeder, and Harley-Davidson wanted to show up Nixon bad. Rumors said Harley was pouring $500,000 into their bikes compared to the English firms' $30,000.

Harley had a remarkable team and they savaged at Nixon all season. A rider of multi-talents, Gary managed to finish up there in a lot of races whereas the Harley riders split wins and high places amongst themselves (and thus the points). Coming into Ascot there was still a chance for Nixon to keep that number one plate.

The late Fred Nix was just ahead of him in points, 605 to 596, and the two of them had a blood feud going. Still, it looked like Nix would be the next Grand National Champion. The Harleys had been so much faster all year and Nix figured he'd be able to out-horsepower Gary as he had all year. He didn't.

The pair of them were behind the front runners and on lap seven the moment of truth came. Side by side they roared down the straight into the turn and Gary left it on. Incredibly, Nix could not or would not stay with him. Mert Lawwill won that night but Nixon's fourth earned him that number one plate another year. Nix came in seventh and was to die in a car crash a few weeks later.

Those were the glory days. The half mile reigned supreme and ran from spring through fall. What a comparison to the wretched six week season the riders had this year. So much seems to have gone from the Ascot scene and we wondered why.

We were all up in the press box one night rapping about racing. The idea for this article came from things said there and from conversations I'd had with riders. We'll start with them first.

The riders laments

One of the Experts summed up a lot of things this way. "God, it's changed. Like, when I became a Novice and I guess even after I'd made Expert there was always some kind of thrill when I got to the track. We'd get there and unload and the track would be all prepared and ready for business. Really got you wired just looking at it. Now for Christ's sake they're working on it right up to race time. They haven't been maintaining it like it used to be a few years back. Each season they'd dredge the whole thing up and re-clay it or whatever they do with it. I know they can't do anything about this but ever since they started running cars and bikes every which way on it there are sections where there are ripples going crossways across the track and it's like being on a pogo stick . . ."

Purse money brought plenty of comments.

"The AMA should do something about those purses. One guy this year won everything in sight one night and his pay-off was so small he damn near told 'em to stuff it. It was around $150 something. There should always be show money. Any good Expert is worth something man, even if it's only a couple of tanks of gas. They wanted us to go on television one time, bring our bikes out to the track to advertise an up-coming race but they didn't want to pay us for it. I guess some Novices did it for free."

"And those Juniors, man! They aren't professional. Offer them a can of beans for a purse and they'd ride for it. They don't have much pride and they don't realize how much that's going to hurt 'em when they turn Expert. A lot of them are just hot young kids and they don't know where it's at. A couple of them have a dad able to pay all their bills and they've never had to scratch for anything."

This seemed to be a good time to get into the question of the ruling allowing 16 years olds to become professional racers. To a man they all said riders should be 18.

Another expert: "A sixteen year old has the physical ability to go fast, but not always the mental maturity. They can't handle it. Like one crashes and the others pile up. Professional motorcycle racing is not for young kids. There's plenty of racing for them to do and gain experience in without turning pro."

And " . . . some of their dads, man. I mean my dad has always helped me every way he can but like if I said I've had enough tomorrow he'd say OK. Some of those guys just push their kids. Make them feel it's a family disgrace if they spend more than one year as a Novice or Junior."

It almost seemed funny listening to these young men not so far off in age from the sixteen year olds but with a lot of wisdom and experience packed into those few short years. "Kids have hurt racing, I think. When my dad was a kid you had to be full grown to handle bikes they had back then. Now they can start real young. By the time they turn pro they've been racing too long and can't take it seriously."

We talked too of another problem that has to be faced. Drugs. Some of the big names may blow a little pot themselves at appropriate times, but we talked about youngsters who showed tremendous promise and talent, got into pills or booze, (usually pills) and just destroyed themselves.

"Hell, I don't know . . . I mean, they're neat guys but maybe they weren't old enough . . . just not mature enough. If they had really been serious about being a professional racer they never would have gotten into the bag they did. A lot of these kids have really had it easy. You know what riders like Gary (Nixon) and Sammy (Tanner) went through to get where they did?"

As you can tell the riders are frustrated and that short season of six weeks really brought out the resentments. "How the hell can you transfer in six lousy weeks?" Another . . . "Man, that pilot program saved my ass. Without being able to ride that I never would have transfered."

And one last shot, this time from a mechanic. "Ascot? It's gone downhill. There's no feeling of tradition there anymore. The pits look like a hippie convention sometimes. No one wears whites, or not many. And all those women in the pits! You're not going to tell me they are all mechanics even if they have the license. No way! And they don't belong there unless they have a real reason."

So, that night in the press box the people connected with Ascot thought it would make a good article. "It'd be good to get some of this out in the open. The riders, I think, don't have any idea of what running Ascot and promoting races is like. But while you're at it, you might ask how come it costs Ascot more money for AMA officials, even for that little pilot program than it does for a National NASCAR stock car race."

That brought my eyebrows up, and it was obviously time to talk to the Ascot people and to the AMA.

The promoters' dilemma

Track conditions came up first. Ascot still has the maintenance crew they have had for nearly twenty years but the exceptionally bad weather in 1975 hurt everyone. The crews couldn't do their work off and on all week as they normally do and more events were completely rained out than before. But the week we talked ninety tons of clay and 100 tons of decomposed granite had been worked into each turn.

We spoke of the enormous expense of operating a racing plant like Ascot. There's no other place quite like it. Even its location makes it a feature, tucked in between three freeways. Because of that location the taxes on it are astronomical. Due to the fact that the Ascot corporation leases the land, they are responsible for those taxes, not the land owner. Who ever thought an old dumpfill would ever be worth so much!

I asked for an estimate as to what it costs to put on a race and Ben Foote came up with a figure of $1500 "just to open up. A lot of racers never think of just how many things have to be paid for before they even get in the pits."

Now the question. Did AMA officials cost more than any others? That had boded to be a touchy subject and yes, it was true. It took a bit of prodding but Ben finally allowed that AMA were just about one third more than other associations.

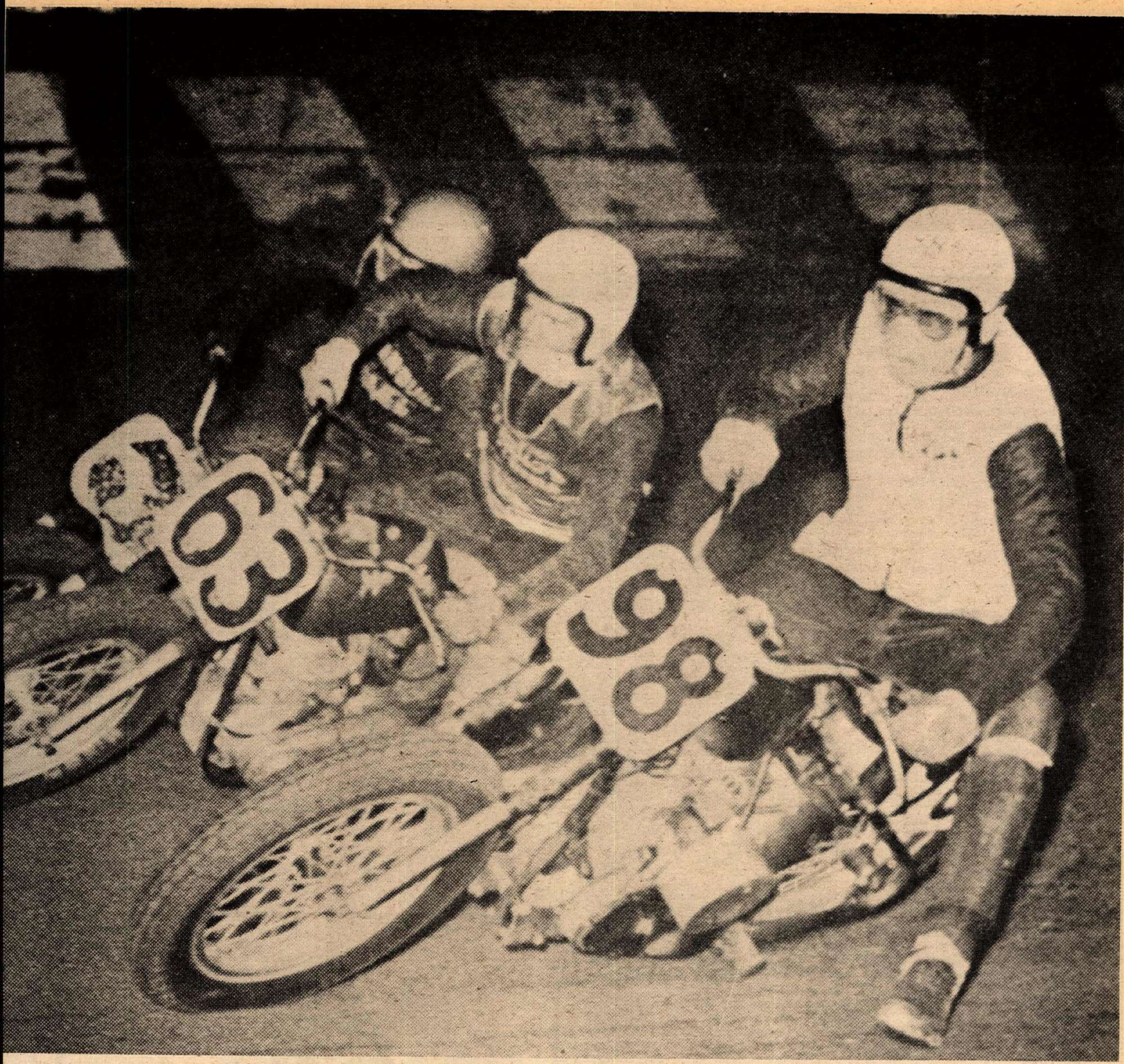
We asked them about the purses and the short season. "Back in '73 we tried a guaranteed purse of $2000 to see if that money every week would keep more riders around when the National circuit started. We did have a few more but not enough to make any difference. Finally riders dropped off and the attendance as well. But we tried and the riders can't say we didn't . . . If the AMA show can fill those 10,000 seats, Ascot is ready to pay for it."

Somehow we were getting a hunch that motorcycle racing wasn't as much of a crowd pleaser as it used to be. But no one wanted to come right out and say it.

As to improving things in general for bike racers, Ben thought it wouldn't hurt the manufacturers to help out more. "When a rider is here from out-of-state or way up north they should get him a bike to ride while he's here. Put him on one. We've had name riders out here with no ride. The only one who really helped their riders was Norton. They were the best."

Itwas apparent they thought the AMA could help more too, towards making bike racing more exciting. "We had a big exhibit in the mall some time ago and NASCAR paid all the bills to transport one of the big stocks in and it was an attention getter too. The bike we really had to hunt around for and the AMA could have helped there, promoting their organization and its racing equipment. We've had a lot of support from local people like Hockie's (a shop in Torrance) but then again that's an individual effort."

The subject of show money was obviously a sore point. Ascot is not against paying out show money, to riders who are worth it. "We are always fair with the top guys. We can't see paying for every rider who thinks he's worth it. Some of them never win at Ascot even if they do have a national number. Some of them are difficult to deal with. Just try to build some advertising around some of them who keep saying they'll be there and then



FROM "RACER — THE STORY OF GARY NIXON"

when the race comes up they're not or are wandering out in the pits or in the stands. Then come the complaints again from the public. We advertised so-and-so will ride, they came to see him and there he was watching the races like they were."

So it sounds like a little more responsibility needs to be taken by riders and the AMA if AMA halfmile is to survive at Ascot. Some AMA officials will tighten up with the press, especially those of us who have had unkind words for them over the years but not Chub Kellam. We talked frankly.

Chub speaks for AMA

Maybe AMA officials do cost more than other organizations, yet AMA races run at Ascot are done more reasonably than elsewhere in the country. So its obvious that Kellum gets his team organized. "We have more people too, I think, than the cars. Not only up in the timers box but at sign-in, lineup and it takes more flaggers and pickup men. I'd like to state that our fees come off a standard sheet from the AMA and that is what I have to go from. It's the same for the whole country."

About the insurance. "Well, we go through this with Ascot every so often. But the AMA insists that insurance for events be handled the same way, not put in differently each time. It's for the protection of the riders."

On the pits. "The gateman is under orders from me to check. Whites are the correct dress as per the rule book. Or team uniforms." We both had to laugh. "Only trouble is no one has ever clarified what a team uniform should look like. I think I can safely say that anyone you see wandering around the pits not in whites or a uniform was invited there by the management." OK Chub, if you say so!

On Ascot's thoughts about race promotion. "Well, I think we (the AMA) have done our share. It is the promoter's job to promote. We certainly don't care what they do to dress up the show and bring in more people. That helps the gate and a bigger gate helps everybody. But maybe you're right the nationals haven't been so dressed lately. I'll see what we can do."

He then spoke of his riders and how proud he is of the appearance they make. "For racers I don't think there are better looking people than our riders. Especially in the leathers they wear today." And "... some of those other events at Ascot are, for me, thrill shows. Our racing is just that, real racing!"

On purses. If any riders are worried that they are not getting a fair shake, Chub says this, "Ascot has always given me lots of co-operation and no trouble over the gate. I see the ticket count with the numbers of the first ticket and the last one sold when the gate is a percentage of the purse."

Like a lot of people, I have wondered what constitutes the average purse at Ascot. I don't mean the biggies but the plain old Friday nights. The standard AMA rule is $900 minimum plus 30% of a specified gate. If a promoter guarantees $1200 then he doesn't have to pay a percentage unless he wants to. That's OK with good promoters but I wonder how many races have been run with a guaranteed purse of $1200, a race track filled with say 12,000 people and no gate percentage?

Then I've talked with two other people who have considered promoting AMA races professionally. After a chat with the AMA neither one is willing to do it.

"Too many hassles." And, "The AMA wants so much money I'd be broke before I started." Maybe that last reason is why the AMA is so strict. The riders years ago were treated mercilessly by fly-by-night promoters. The AMA wants a promoter on a firm foundation before they'll grant sanctions.

Now maybe it's time for some analysis, as Eric Severeid would say. AMA halfmile at Ascot Park is in trouble. Those glory days of racing we all loved are a different era and the sport has changed. Motocross has taken a huge slice of pie away from halfmile.

It's obviously time for the AMA, riders and Ascot to get together and talk. All seem willing but no one has really made an attempt to do it, not properly. The old Motorcycle Racers, Inc. did some good things while they were banded together. No one wants to see Ascot die. But who can breathe life into it single handedly? •

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

March 17

AMC NITE MX
OCIR, Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entry $6. Free rider gate. 200% p.b. to Pros. $3000 med. 714/581-2778.

March 19-20-21

CUSTOM MC SHOW
Downtown Community Concourse, San Diego, CA. Fri. 6-11 pm, Sat noon-11 pm, Sun. noon-10 pm. 213/588-4551, ex. 32.

March 20

ASCOT 100 LAP TT NOV QUALIFIER
Pre-qualifier race for Novices only who want to ride on Sunday. Ascot Park, Gardena, Calif. For info. 213/321-5323 323-5055.

March 20-21

W/ERA ROAD RACE
Fastrack. 2 mi S. of Buckeye Rd. on 115th Ave., Phoenix, AZ. Gate open both days 8:30 am. Final events start 11 am Sun. Free camping. Part of Western Reg. Champ. Series. Weekend pit pass $4/Sun. $3. Kids free. 602/985-6359.

RUSS DARNELL MX SCHOOL
Medford MX Park, Medford, Oregon. 9 am -3:30 pm each day. Entry $30. Russ Darnell, 14851 Genoa St., Sylmar, CA 91342. 503/772-4680, 213/367-1722.

CENTRAL

MRA ROAD RACE
PMI track, Pueblo, Colo. S. from Denver I-25 to Hwy. 50, W. to Pueblo Blvd., W to track. Prac. Sat. noon, Sun. 8 am. Race noon Sun. 303/233-4183.

March 21

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate opens 7 am, race 9. Entry $8/Ex $15. CMC cd. reg. 100% p.b. to Ex. 30% trophies. Sil. req. 415/634-3328, 634-2086.

STARBUCK MOTOCROSS
5 mi. W. of Starbuck, WA on St. Hwy. 261 near Lyons Ferry. All classes. Sign up 7:30-10 am, prac. 8-10, race 11 am. Entry $5. Dayton Jaycees. 509/382-2573, 382-4658.

AMA RED GARTER NATIONAL ENDURO
Los Padres Nat'l Forest. Marked from Hwy. 166 & Hwy. 33 near Maricopa, Calif. 125 mi. A/B/C riders. Entry closes Mar. 5—open Feb. 9. Lim. entry. $10.50 per rider. $1 extra team memb. Street legal. 2 sase to DDMC, 4601 W. Imperial Hwy., Inglewood, Calif. 90304. 6 am start. Sil. spk. arr. req. 213/673-0306.

D-36 HALF-MILE
San Jose, Calif. Benefit for crippled children. Semi-Pro &Sptsmn/ 100 Ex. minis only. Santa Clara Cty. Fairgrounds. Tully Rd., off Hwy. 101. All classes, $6 ride, $3.50 watch. $600 Ex. purse. Open 7:30, prac. 10, race noon. 415/327-4461.

ATA SADDLEBACK TRIALS
Saddleback Park. Take Newport/Riverside Fwy. to Chapman East to Irvine turn-off. ITA trials, no school for Mar 21. ATA points, entry $5.00 member, $7.00 non. Sign-up at 8:30, trials 10:00. (714) 639-6470.

D-37 TT SCRAMBLES
Elsinore Raceway by Riders MC, Hwy 71 at Lueonia. Sign up at 5 am, practice 9 am, race 10 am. (714) 826-2386 or 674-5383.

CMC MX
Dunlap Cycle Park, 38 mi. E. of Fresno, CA on Hwy. 180, R on Dunlap Rd., 4 mi. to track. Start 9 am. Mail entry $6/$8 post; Pro $10/$12. 30% brass, 100% p.b. Pros. Free camping. 2250 E. McKinley, Fresno, CA 93703. Dan Green 209/233-1834.

CMC ROUGH SCRAMBLES
Argyll Park, 11 mi. S of Dixon, CA Hwy 113. Start 11 am. Entry $10 Pros. 30% CANCELLED 100% Pro p.b. Sig up 8 am. 916/678-3592, 678-9903.

LOCKWOOD III TRIALS
Lockwood Cyn., 5 mi. E. of Reno-Sparks, NV on I-80. Take Lockwood offramp-cross RR & river go through dump, go till you cross the creek. Start 10 am. Entry $4. 702/359-8963.

AME MX
Sage Park. Halfway btwn. Red Mtn. & Ridgecrest, CA on Hwy. 395. Gate open 7 am, race 9. Entry $6/$12 Ex. p.b. Ex., same day brass. 714/375-4536.

AFM ROAD RACE
Riverside Int. Raceway. Riverside, CA. Hwy. 60 E. of Riverside, to Day St. Prac. 9 am, race 12:30 pm. Entry Pro $15, post $17. All classes. 213/921-5667.

D-37/38 MX
Carlsbad Raceway, Carlsbad, CA. Sign-up 7 am, practice 7:30 am, race 8:30 am. Ex, Am, Women, Hacks, Old-timers race am. Novice sign-up 10:30, race after Ex. No card $2.00 extra. Entry $6.00. $3000 insurance. Two 20 min. motos. (714) 560-0426. (714) 842-9786.

D-36 INDOOR SHORT TRACK
Hwy. 395 N of Reno to Reno Park, Nev. Sign up 8-10:30 am, prac. 10-11, race 12:30 pm. All classes + minis. Entry $5. Spec. $2.50. 702/972-8376, 972-8888.

CMC SEMI PRO MX
Carnegie Cycle Park, Livermore, CA. Sign up 7 am, prac. 7:30-8:30 am, race 9. Entry $7 mail/$9 post. Pros $15. 100% Pro p.b., 100% mini brass, 30% brass others. Norcal MX, PO Box 1918, San Leandro, CA 94577. 415/352-5219, 278-4269.

B.O.S.S. CMC SEMI PRO MX
Sacto OHV Park. Hwy. 50 to Sunrise in Rancho Cordova, S. to White Rock, E 7 mi. Nov. sign in 7 am, race 9. Int/Ex sign in noon, race 1:30 pm. Entry $8/$15 Pros. All classes. 30% brass, 100% p.b. to Pros. 916/635-5240.

MOTOCROSS
Lake Havasu, AZ. Sora Park, S edge of town on Hwy. 95. Sign up 8-10 am, prac. 9-10, race 10 am. Entry $6. Sil. req. 602/855-7547.

D-37 BULL RUN HARE SCRAMBLES
California City, limed from Calif. City golf course, by Maywood MC, all new course, private property, virgin ground, two 38 mi loops, Rescue 3, trail and Novice one loop. $7 entry. 9 am start. (213) 864-5826.

AMA 100 LAP TT
Ascot Park, Gardena, Calif. PO Box 98, Gardena. 213/321-5323, 323-5055.

RAWHIDE MX
Rawhide Cycle Park, E. of Hwy. 71 on Hwy. 74 near Elsinore, CA. Start 9 am. Entry $6 Jr/$10 Pro. 100% Pro p.b., 30% same day brass. 213/928-4552.

DRA EUROPEAN SCRAMBLES
Adelanto, Calif. Limed 7 mi. N of Adelanto, Hwy. 395 L side. 0-200 Beg; PP Beg; Minis - 8 am. 250 & Open Beg & Sr. Beg - 9 am. 0-200 Nov, PP Nov & Sr. Nov-10 am. 250 & Open Nov - 11:15 am. All am & Ex. 12:20 pm. $415 cash purse. 20% brass. Fin pins. $3000 med. cov. 714/373-4647.

MOTOCROSS
Edwards AFB, Calif. Antelope Valley Fwy to Rosamond. Rosamond Blvd. to Edwards. Corner Forbes & Lancaster Ave. Sign up 7-8:30 am, race 9. Entry $6. Watch free. No Pro class. Same day brass. Desert Wheels MC. 805/258-4250.

CYCLE WORLD MX RANCH
Downtown Bullhead City, AZ., on the Colo. River. 1-1/3 mi. GP course. Entry $6 sptsmn., $15 Pros. 100% p.b. Memb req. $1 extra non-memb. Gate open 7 am race 10. (AZ time). Free camping. 602/757-8303.

AMA ROUGH SCRAMBLES
Pioneer Arena. S on Pioneer off Hwy. 120 btwn. Escalon & Oakdale, Calif. Sign up 7:30 - 10:30 am, race noon. $3.50 ride, $1.50 2nd bike. $2.50 watch. Ex. $3.50 at gate + $2.50 at sign up. 100% p.b. to Ex. 209/869-1457.

CMC SADDLEBACK
Saddleback Park. Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323.

CRC MX
Indian Dunes, Valencia, Cal. (Intl. cse.) All classes. 30% trop. same day. Cash to Ex. Gate open 7 am, prac. 8-9, race 9:30. $10 Ex., $6 sptsmn., Non memb. add $2. $3000 med. 213/830-7519.

AMC MOTOCROSS
De Anza Cycle Park, Sunnymead, Cal. Gate open 7 am, prc. 8, race 9:30. No Mail entry. $7/$12 post. $2 ex. non-memb. $3000 med. 30% brass same day. 100% Ex. p.b.

CENTRAL

50 MI CROSS COUNTRY
Midado Rcwy., Texas. Cedar Pt. cutoff FM RD. 2157 E 8½ mi. follow signs. Start 11 am. Entry $4, $2 gate. Star Rt. Box 126, Stephenville, TX 76401. 817/965-6179.

D-20 MX
Red River MX Park. 14 mi. N. of Muenster on Hwy. 373 (Bulcher, Tex.). Gate open 8 am, race 11. Entry $4/$7 Ex. $600 Expert purse. Free camping. 214/272-6165.

March 26-27

2nd ANNUAL PELICAN ISLAND MX
Galveston, Texas. All classes inc. minis. Big trophies, Ex. purse, contingencies. Camping. Ex. $8, Am. $5. Gen. adm. $3, under 12 yrs. $1. All proceeds to American Cancer Society.

March 27

D-36 SCRAMBLES
Sacramento Rcwy., from Sacto, take Hwy. 50, E. to Bradshaw Rd & N to Rcwy. Gate open 5 pm, sign up 5-6, prac 6-7, race 7:30. $5 ride, $3 watch. 209/267-5977.

TODD MILLER MEM. MX
Corona Rcwy., Corona, Calif. Entry $8. Gate open 8 am, prac. 9, race 10 am. All classes & minis. 20% brass. Proceeds to Todd Miller scholarship fund at Poly High School. R.A.C.E. 714/686-4021.

March 27-28

AMA TWO-DAY ISDT QUALIFIER
California City, Calif. Entries close Mar. 5. Limited entry. Shamrocks MC, 6814 St. Estaban St., Tujunga, CA 91042. Mail info only.

CENTRAL

W/ERA ROAD RACE
Texas World, College Station, Texas. Sat. regis. prac. heats; Sun. regis. prac. final. $600 cash purse. 602/985-6359.

March 28

D-37 HARE & HOUND
Red Mtn. Calif. Limed from Red. Mtn. - Trona Rd. Start 10 am. Entry $8. Survivor pins, Rescue 3, Three 30 mi. loops. Dusters MC 213/830-5318.

CMC SEMI PRO SHORT TRACK
Sand Hill Ranch, Brentwood, Calif. Start 11 am. Entry $5 100% Ex. p.b. Class C traction. 415/634-3328, 634-2086.

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry $4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

MOTOCROSS
Medford MX Park. Kirtland Rd., White City, Ore. All classes Mini thru Open, Kids/Jr/Sr. for Amateurs. 125/250/Open Pro classes 100 p.b. Prac. 8:45 am, race 10:30. 503/772-4680.

SATA OBSERVED TRIAL
For info. contact Gary Smith, Marana, AZ. 602/682-5583.

CRC MOTOCROSS
Osteens Cycle Park, Pomona, Calif. 3 motos Sptsmn. 2 long motos Ex. 30% brass same day. Cash to Ex. All classes. Gate open 7 am, race 9:30. $3000 med cov. 213/830-7519.

TRANS-AMA QUALIFIER
Oly-Superbowl qualifier at Rawhide Cycle Ranch, start 12 noon, Lake Elsinore CA., 250 and 500 class only. AMA Pro license required, admission $3.00. (213) 928-4552, (714) 560-0426.

AMA ROUGH SCRAMBLES
Pioneer Arena, Oakdale, CA. South on Pioneer off Hiway 120 between Oakdale and Escalon. Ex $3.50 at gate and $2.50 at sign-up. Experts 100% payback. Spectators $2.50 Sign-up 7:30 to 10:30 am, race at noon. (209) 869-1457.

D-36 SEARS PT MX
Sears Point Int'l Rcwy, Hwy. 37 & 121, Sonoma, CA. Season finale, last chance to ride MX. Gate open 6 am, race 9. Entry $8/Ex. $15. 30% brass. All classes. 707/938-8448.

GOOD TIME ENDURO
Red Mtn., Calif. NE on Trona Rd. 60 mi. fun family run. Entry mail $10/$12 post. Dic. to URA comp. memb ($2). 2&3 man teams add $1. Spec. family fee $22. 2/sase to URA, 6600 Gerald Ave., Van Nuys, Calif. 91406. 213/787-5208, 988-2967.

D-36 SEMI PRO HALF MILE
Orland, Calif. All classes. Spec. 750 class for Jr/Ex. Gate open 7 am, race noon. Minis too. Entry $4 mail/$6 post. Sil. req. Aragon MC, PO Box 1311, Novato, Calif. 94947. 415/892-5350.

D-36 SEMI PRO SHORT TRACK
Triple M Speedway, Marysville, Calif. ¼ mi. Gate open 8 am, race noon. Entry $5/$7 Ex. Minis-360cc. Pit pass $4. Watch $2.50. Class C traction. 916/742-1653.

D-36 SEMI PRO ROUGH SCRAMBLES
Salinas Rambler Club ground. Hwy. 101 opposite Crazy Horse Cyn. Rd., Salinas, Calif. Sign up 7-9 am, prac. 8-9:30, race 10. Entry $2.50 gate, $1.50 to ride. Ex. $7. 100% Ex. p.b. Minis too. Salinas Ramblers MC 408/422-9809.

MOUNTAIN HIGH MX
34 mi. NE of Fresno, CA. N on Hwy.41, signs posted from North Fork turnoff. CMC sanction. Signup 6:30-9 am, prac. 9, race 9:30. 100% p.b. to post, $15 Ex. Mail entry to PO Box 464, Bass Lake, CA 93604. 209/291-8793.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate opens 7 am, race 9. Entry $8/Ex $15. CMC cd. reg. 100% p.b. to Ex. 30% trophies. Sil. req. 415/634-3328, 634-2086.

URA GOOD TIME END.
Trona Rd., Hwy. 395, Red Mtn., Trona Rd. Family fun run, about 60 mi. Entry $10 mail, $12 post. Memb. $2 discount. Spec. Father, Mother, child $22. URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208, 988-2967.

D-36 ROUGH SCRAMBLE
Salinas Airport, Hwy. 101 & Air[illegible] Blvd., Salinas. [illegible]n up 8 am [illegible], race 11. E[illegible]$3.50 Nov/Jr; $6 E[illegible] Semi Pro 100% Ex. p.b. Minis welcome. 408/899-2401.

CANCELLED

D-37 MX
De Anza Park, Riverside, Calif. Gate open 6:30 am, prac. 8, race 9:30. 2-20 min. motos. 20% brass, same day. $6 entry. Non Dist. add $2. CRC. 714/689-6114.

B.O.S.S. CMC SEMI PRO MX
Argyll Park, Dixon, CA. Hwy 113, 12 mi. S. of Dixon. Sptsmn sign in 7 am, race 9. Pros sign noon, race 1:30 pm. Entry $8/$15 Pros. All classes and minis. 30% brass, 100% p.b. Pros. 916/635-5240.

AMA D-37/D-38 TT
Ascot Park, Gardena, Calif. Sign up 7:30-9am, prac. 9 am, race 10. Entry $4 plus $2 gate. Any Dist. Cd. honored: Non cd. holders; $8 entry + $2 gate. $2 watch. Gripsters. MC. 714/523-8979 after 6 pm.

AMA PRO H-M
South Bay Park Spdwy. S from Chula Vista, Calif. on I-805, take Otay Mesa Rd. off. 5 mi. E on Otay Mesa Rd. to track. Pit gate open 10 am, race 2 pm. Third annual Cal Rayborn Memorial Benefit. 714/420-7414.

D-36 MOTOCROSS
Marysville, Calif., under the 10th St. Bridge. Turn N off 10th St. in Marysville, go to 14th St., turn L & go over levee. Sign up 7 am, race 9:30. Entry $7. $2.50 watch. Yuba Sutter MC. 916/743-4224, 673-9681.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, Calif. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Calif. 92626.

AMC SADDLEBACK
Saddleback Park, Orange, CA. Gate open 7:30 am, race 9. No mail entry. $6/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714-581-2778.

CENTRAL

D-26 HARE SCRAMBLES
Jericho, Utah. Limed S from Eureka; W from Nephi & N from Lyndel. All classes inc. Enduro (no mini). 11 am start. $11 entry. 3-loops, 76 mi. total. 801/561-8942, 298-9472.

PRAIRIE PUPS ENDURO
Old Naval Air Base, 5 mi. S of Hutchinson, Kan. 3 mi. E or 1 mi. W of Yoder on Cty. blacktop. Sign in 9-11 am. Entry $6 mail/$8 post. All classes. 4 trop. per class. 75-100 mi. Bring gas. Street legal req. Prairie Pups MC, PO Box 1093, Hutchinson, Kans. 67501. 316/663-7166.

MOTOCROSS
Oak Hill MX, Alvord, Tx. N from Decatur on Hwy. 287-81 six mi. Exit at Mt. Zion Rd. follow signs. Start 11 am. Entry Nov. $4, Int. $5, gate $3. 817/427-2663.

D-20 MOTOCROSS
Rabbit Run MX Park. Plano, Tex. Hwy. 75 to Renner Rd., 6 mi. N of LBJ Fwy. Gate open 8 am, race 10:30 am. Entry $4/Nov/$5/Jr/$7 Ex. $600 Expert purse. Free camping. 214/348-8109.

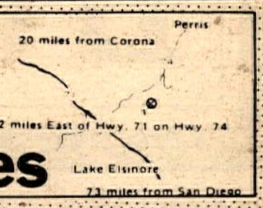
ROADRUNNER 100 MI CROSS CNTRY.
Los Alamos, New Mexico. 3.8 mi. E of Espanola NM, Hwy. 76. Entry $15. Start 9 am. 505/672-1166.

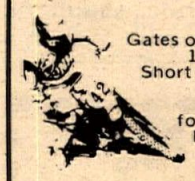
AMA/KMSA TT SCRAMBLES
Topeka, Kans. N. from Hwy. 24 & Topeka Blvd. go 3 mi. to N 58th & turn R, 1 mi. & R again. Starts 12:30. Entry $2, gate fee $1.50. 913/354-1860.

April 3-4

HANGTOWN MX CLASSIC
Plymouth Raceway, Plymouth, Calif. AMA Championship 125 & 250 MX. $12,000 cash purse. Dirt Diggers North MC. 916/334-2880.

GREAT BEAR G.P.
Riverside Int'l Rcwy., Riverside, Calif. Entry $14 mail, $25 post. Entries close March 7. Four 100 mi. races. D-37 pts. 2 sase to GBGP, PO Box 6026, Orange, Calif. 92667. 714/636-6262.

Rawhide Cycle Ranch
Trans AMA Qualifier
$1600.00 purse
AMERICAN MOTORCYCLE ASSOCIATION
Sanctioned
AMA Pro license required
March 28 th
250 & Open class
Spectators $3
Free overnight camping
1st race 12 Noon
Also top 10 riders in each class qualify for Superbowl Support Class
info
714-674-5138
213-928-4553 eves


Perris Racetrack
March 21

Gates open 7 am. Practice 9 am
1st Race 10:15 am
Short Track — TT Scrambles
30% trophies
for info call R.A.B.I. Racing Assn., Inc. 714-925-2871

Every Wednesday Night MX
O.C.I.R.
Info: 714-581-2778
AMC

Find it fast in the Cycle News Dealer and Services Directory

AMC
RACE SCHEDULE
Mar. 21 – DeAnza
Mar. 28 – Saddleback
Apr. 4 – Carlsbad
Apr. 11 – Saddleback
INFO 714-581-2778

2nd ANNUAL WORLD CHAMPIONSHIP
HILL CLIMB MAY 23 $5,225.00 PURSE!
Classes - 0-125, 126-250, 251-501, Open
De Anza Cycle Park
FOR INFO., MAIL ENTRIES WRITE:
DE ANZA CYCLE PARK, P.O. Box 973, Sunnymead, CA 92388
Phone Eve. (714) 653-5840

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

Todd Miller Memorial MX
proceeds go to the Todd Miller scholarship fund at Poly High School
Sat March 27
20% trophy
100% farout participant pins
Riders fee: $8.00
gates open 8 am
practice 9 am
1st race 10 am
all classes
Corona Raceway
714-686-4021 or 688-5484

Ride With The Best
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

A.M.E. Race with AME
1st Sunday-Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd / 4th Sunday
Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $7 Mail, $10 Post, Pros $12 Mail, $15 Post.
AME License required $8 per yr.
Every Friday Night
Indian Dunes
$4000 MEDICAL INSURANCE
Sanction Available
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

SADDLEBACK
Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
Mar. 20 — Motocross
Mar. 27 — Motocross
Apr. 3 — MX & Sambo's 50¢ breakfast
Apr. 10 — Motocross
24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

ESCAPE COUNTRY
$1000 Expert Purse (all Classes) Mar.28
714-586-7964

WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 714/729-3492. Husqvarna. Every first & third Saturday.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

CYCLE WORLD RANCH
Downtown Bullhead City, Ariz. on the Colorado River. 602/757-8303. Every 1st & 3rd Sunday.

DeANZA PARK
E of Riverside, Calif. on Hwy. 60, take Theodore exit. 714/653-2633, 735-1301. Every Saturday.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy. 71 at Lugonia Ave. 714/826-2386, 674-5383. Every Sunday.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy to El Toro exit, E 13 mi. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125 W in Eugene to Danebo. 11th & Danebo in Eugene. 503/344-0140. Every Sunday.

FLY-N-RACWAY
Thermal, Calif. 6 mi. S from Indio, take Airport Rd. to track. 714/328-4512. 1st & 3rd Sundays. AME MX.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
9 mi. N of Yuba City, Calif. on Hwy. 99-signs to track from stop light. Live Oak Racing Assoc. 916/673-1090, 673-7767. Every Saturday.

ORANGE CTY. INT. RCWY.
Irvine, Calif. AMC Nite MX. 714/581-2778. Every Wednesday.

RAWHIDE CYCLE RANCH
Elsinore, Cal. 2 mi. E of Hwy. 71 on Hwy. 74. 213/928-4552. Every Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SAND HILL RANCH
Brentwood, Calif. Take Vasco Rd. turnoff from 580 & follow to Camino Diablo, turn R, first ranch on R. 415/634-3328, 6 634-2086. CMC MX every Sunday.

395 CYCLE PARK
Adelanto, Calif. On Hwy. 395. 714/246-6109. Every 2nd & 4th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra Rejada Rd. S of Moorpark, Calif. 805/529-9546. Every Sunday.

Dirt Track

CYCLE LAND SPDWY
14 mi. S of Chico, Ca. on 99 E. 916/342-9302, 342-4216. Rough Scrambles every Sunday.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy 71 at Lugonia Ave. Night TT. 714/826-2386, 674-5383. Every Saturday night.

MANZANITA SPEEDWAY
35th Ave. & Broadway, Phoenix, Ariz. 602/276-7575. AMA TT Scrambles every Wednesday night.

PERRIS RACEWAY
Perris, Ca. Btwn. Hwy. 395 & Hwy. 71 on Hwy. 74. 714/925-2871. TT & ST every Sunday.

395 CYCLE PARK
Adelanto, Calif., Hwy. 395. 714/246-6109. TT & HM 1st & 3rd Sundays.

Meetings

M.O.R.E.
Orange Cty. Chapter. OCMC Clubhouse: Trask & Newhope St., Graden Grove, Ca. 714/542-8964. 1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, Ca. 213/361-8530. 2nd & 4th Tuesdays.

Hill Climb

SADDLEBACK PARK
Orange, Calif. Saddleback Hill Climbers Assoc. 714/639-5832. Every 4th Sunday of month.

Speedway

ELSINORE RACEWAY
Elsinore, Calif. Speedway Practice. 714/826-2386, 674-5383. Every other Sunday.

CENTRAL

Motocross

ANTELOPE CREEK MX
8 mi. W. of Borger, Texas on Hwy. 136 N of Amarillo on Hwy. 136, 30 mi. to Fritch, 4 mi. E. of Fritch on 136. 806/273-6571, 806/857-3733. Every 2nd Sunday.

ARMADILLO MOTOPARK
Irving, Texas. County Line Rd. S from Hwy 183. Track 2 mi. on R. 214/252-7864. Every 2nd Sunday Pro-Am. Every 4th Sunday Jr/int.

AUSTIN MX PARK
Austin, Tx. Pro-Am. 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
4 mi. E. & 4 mi. S of Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG CREEK PARK
Near Lake Summerville, Tx., next to Big Creek Marina. 713/822-9430. Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn L cross bridge & turn L to Albuq. Drag. 1 mi. past Drag. 505/298-7013. First Sunday.

BLOOD, SWEAT & GEARS INC.
Stillwater, Okla. I-35 to Stillwater, exit (Hwy. 51), E 4 mi., then 2.5 mi. 405/336-5173. Nights. Every 1st & 3rd Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of Cameron on Hwy. 36 & 190 towards Temple. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. 303/443-0825. 2nd Sunday.

DAVIS
Davis, OK., 3 mi. S of Davis on Hwy. 77, or ½ mi. N of I-35 on Hwy. 77. 405/369-2117. Every 2nd & 4th Sunday.

DENTON VALLEY MX
From Dallas, Tx., take I-35 S to Loop 288 exit, W till light. N on McKinney Rd. past Mayhill to track. 817/382-1607. Every 2nd & 4th Sunday.

HI-NOON OPTIMIST MX
Big Spring, Texas. 1 mi. N of I-20 on FM 700. Hi—Noon Optimist Club. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RCWY
Prague, Okla. 5 mi. N of Prague on Hwy. 99-then 2 mi. W & ½ mi. N. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Texas, 1 mi S of Kingsville. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VLY
Exit-I-35 at Paoli, Okla., 4 mi. E, follow signs. Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas. I-35 to Hillsboro, W on Hwy. 22, about 15 mi. to FR 2960. Left 3 mi. 817/694-2901. Every 4th Sunday.

LONG ACRES
12 mi. W of Mannford, Okla. on old Hwy. 51. 918/865-4028. Every other Sunday.

MOSIER VALLEY MX PARK
Euless, Texas. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi. L on Mosier Valley Rd. to track. Pro-Am. 817/267-9153 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tx. on Hwy. 287-81. Exit at Mt. Zion Rd. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of Lufkin on Hwy. 103. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on FM 46, Danbury, Texas. 713/849-4461 or 922-1145. AMA Every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Texas. 3 mi. S. of Alvarado on I-35 W., Greenfield & Barnsville exit 2 mi. E & follow signs to track. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RIO BRAVO PARK
Houston, Texas. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO TX
S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. San Angelo, Texas. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Texas. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE CTY MX PARK
Seminole, Okla. 9 mi. S of Seminole on new Hwy. 99. Pro-Am. 405/382-5818. Every 1st & 3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW of Okla. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx. on Hwy. 183. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru down, to FM 552, then L to track. 214/272-6376. Every 1st, 3rd & 5th Sunday.

STEMMONS CYCLE PK
I-35 btwn. Carrolton & Lewisville, Tx., exit Sandy Lake Rd. Go N, 3 mi. on R. 214/241-4270. 1st, 3rd & 5th Sunday.

TWIN OAKS PARK
13 mi. NE of Claremont, Okla., on Hwy 66, to end of 4-lane. 1 mi. E, ¾ mi. S. look for signs. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10 at North Main exit, 2 mi. N of I-10. Pro-Am. 713/576-6025. Every Sunday.

COLO. NAT'L. SPEEDWAY
Erie, Colo. 20 mi. N of Denver on I-25 & follow signs. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

THUNDERBIRD PARK
5 mi. E of Claremore, Okla. 918/341-8282. Every Saturday night.

WILL ROGERS MEMORIAL CENTER
Barn 8, Ft. Worth, Texas. 817/268-0681, 214/276-0409. Every Saturday night.

Hillclimb

DALLAS TX
Btwn. Hwy. 80 & Dallas-Ft. Worth Tnpk in Dallas. 214/337-7534. Every 3rd Sunday.

LAKE WHITNEY RANCH
Lake Whitney, Tx. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

Thump! Thump!
1972 BSA B50 MX. Just rebuilt and super clean. "T" gear box, 2 gal. alloy tank, & spares. $675/Best offer. (213) 376-5630.

Trick suspension!!!!
Lay down, most bikes, $65.00. Bilsteins, $83.95. Boge, $43.95. Fox Shox, $93.00. Works Performance, $105.00. Fork kits for all RMs, $29.95. G.S. Sigman Race Car Engr. (213) 830-4678. (10/4x)

Enduro riders
The Checkpoint M.C., formerly No. 2 in District points, is shooting for No. 1 in 1976. We need your help! Benefits are: Club support, pay back entries to top 10 overall finishers, free jersies. For info call Dick Harris — President (714) 998-0393. (8/4x)

"Munari & Norstar boots" $59.95
Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

Classic British spare & cycles
Complete restoration & maintenance service. All late & early makes & models. Symonds Cycles, 5221 Laurel Cyn., North Hollywood, CA 91607. (213) 762-6368. (10/2x)

Super Rat $195.00 (213) 793-2855
(11)

Does your '76' mono need help?
Call White Bros. Cycle Specialties, the mono specialist, for the hot set up. '76' fork kits, 8" + travel mono kits, cable brake kits, pipes, tanks, heads, fork and shock service, etc. White Bros. Cycle Spec., 11611-M Salinaz Dr., Garden Grove, Calif. 92643. (714) 638-1653. (11)

Maico 400
Dependable, fast, trick, two tanks, $700.00. (213) 421-8789. (10/2x)

'71 Puch 125
Don't ride any longer, good condition, some extras. Must sell, $300 or best offer. (213) 397-0891. (11)

1973½ HUSKY 450. 8½" travel, 250 mag swingarm, 5" gas Curnutt, Vesco tank, 4 gal. New tires, $750.00 firm. New top end & trans. (714) 534-6900. (11)

Hot YZ 80
1975 — race ready — $425.00/offer. (714) 744-6490 or (714) 729-0595 evenings. (11)

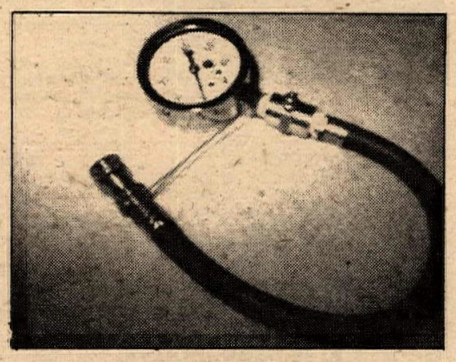
YAMAHA 750 ½ MILER, Trackmaster, Shell, all new everything, $1200.00 sacrifice. (213) 477-4327. (11)

New 125 Rickman Zundapp eng.
New motorcycle '74 model. Still in crate. Will set complete, eng., carb., expansion chamber, and IGN system, $350.00. (213) 966-3300.

Motorcycle trailers
Special 4 rail heavy duty No. 2000 cap., $235.00. Ken's Custom Trailers, (213) 634-6287 or (213) 862-8601. (8/TFN)

Two 1971 Husky 400s, fast
Both desert/enduro ready, great condition. $510 and $475. (213) 943-1142. (11)

'73 Bultaco 250 Pursang
Super fast — super clean. Completely rebuilt, moved up Konis, Mikuni carburetor. P.M.C. tank, solid aluminum bars. $650/best offer. (714) 595-0939. (11)



Air forks adjuster!!!!
Push button air bleed, accurate to ½ lb., adjustable calibration, $25.50. G.S. Sigman Race Engr., 304 E. 231st St., Carson, Calif. 90745. (213) 830-4678. (10/4x)

Suzuki RM 125
FMF Porcupine head and pipe, 32mm Mikuni, Terry for kit, plus other accessories. Raced very little in P.P. class only! Immaculate condition, $750.00. (714) 443-2206. (11)

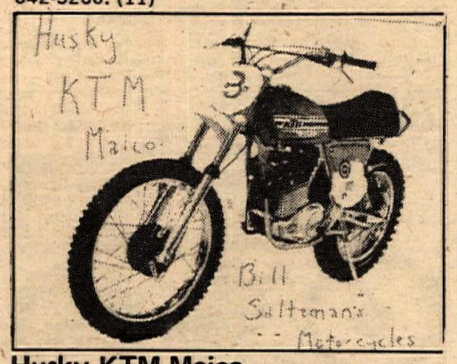
Central readers—just for you
1975 Bultaco 250 Pursang. Ported, 38 Mikuni, plastic fenders, Konis, Goodyears, fast, proven winner. Make offer, Dallas area. (214) 436-7345. (11)

'72 CZ 250, excellent condition, many extras, must sell . . . $350.00. (213) 882-2229. (11)

360 YAMAHA POWERED MAICO trail bike. Forward aluminum Konis, D.I.D.s, up-pipe, trick, $485.00. '75 Maico — rear vehicle assembly, $130.00. Mini-Indian $165.00. (512) 696-5334. (11/3x)

Sidehacks return to Carlsbad
The sound of big bore 4 strokes returns to the International course at Carlsbad on March 21 — see the 80 hp MX sidehacks on the edge of control — be there! (213) 433-0886. (11)

Honda red frame owners
If you have the new nitrogen filled rear shocks and only getting 5¾" rear wheel travel, we will rework them to get 7½" rear wheel travel, oil change and reseal them with nitrogen. $27.50 does both shocks. Satisfaction guaranteed. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (11)



Husky KTM Maico
Buy your '76 from a pro who knows desert and motocross. He'll set your bike up the way you want it. The price will be right too. Bill Saltzman's Motorcycles. (213) 337-6811. (10/4x)

1972 BULTACO SHERPA-T. Mikuni carburetor, skid plate, plastic fenders, excellent, $400 or trade for Volkswagen or Vokswagen parts. Simi Valley (805) 527-0079. (11)

450 radial Maico '74
Owned by doctor who has neither the time nor courage to ride this brute. Properly prepared and fresh, $900. (714) 687-5263. (11)

Boge/Mulholland forks
8" travel, complete with triple clamps, will fit monos and CR-125s, used only 5 times, selling bike, $150.00. (714) 544-7108. (11)

We buy used motorcycles
Spot cash for street or dirt, Desert Vipers No. 1 in '76 ??? Warren Auto Sales, 10241 Beach Blvd., Stanton, CA 90680. (714) 827-0541.

1975, 250 Maico
Less than 15 rides, D.I.D.s, pipe, fenders, tank, $825.00 or best offer. (213) 925-5097 days, (213) 429-5313 nights. (5/TFN)

'74, 500 Triumph single
F.M.S., gas Girlings, excellent condition, $700.00. (714) 557-1171. (11)

'72 CZ 250 for sale or trade
Mikuni, Konis, new tires, etc. $400 or trade for late model 4 stroke single. SF Valley (213) 892-7376. (11)

CZ CZ CZ CZ CZ CZ CZ CZ CZ
Lowest prices in the U.S.A. — frame laydown complete, $55.00. Air caps, $10.95. G.P. modified dampners (increases travel 1" & gives softer ride), $9.95. New S28 Barums, front $22.50. Rear $28.95. 4 bolt triple clamps $34.95. Complete stock of CZ parts & accessories. Grand Prix Specialties, 1312 W. Burbank Blvd., Burbank, CA 91502. (213) 846-4405. (11)

1976 Suzuki RM 250
2 months old, ridden 4 times, must see, $900. (213) 889-0122. (11/2x)

'74 Honda CR Elsinore
Extra clean — D&G head and pipe, $495.00. (714) 644-6749 or (714) 645-1446. (11)

½ miler & roadracer
+ Kaw. pit bike & spares. Super deal, $1,850. Call collect eve. (805) 965-1607 — will deliver. (11/2x)

Wanted Rickman glass MK III
For Norton or Triumph 650 scrambler frame, 1½ or 3 gal. gas tank, seat & base, rear fender, air box, any color. Call Bill (408) 259-2735.

750 Yamaha ½-TT
Champion, Ceriani, Konis, fresh engine, spare parts, $2,000.00. (209) 781-2641. (11)

Rokon R.T. white tank
STreet legal, '76 tags, 700 miles, 19" & 21" front wheels, Curnutts, Cheg Shins, Pettys, Jones CM bars, in storage past year, $750. (213) 660-3288. (11/3x)

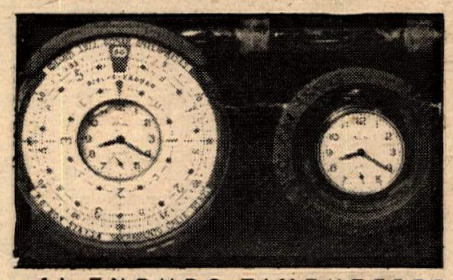
'74 Yamaha DT175, $525
Must sell, construction injury. Beautiful machine, stock, clean, well maintained! Like new! Bob (714) 995-8842. (11)

'71 Yamaha 175
Bassani pipe, close-ratio trans., 26mm carb, ported, milled, new bore, extended swingarm, 3.2 gal. tank, Girlings, 21" wheel, 125 MX cylinder, very lo miles, xlnt. $350. (213) 591-5321. (11)

1975 Harley 125 enduro
Won in contest. I can't ride it. Only 56 miles, ideal play bike, $595.00. Ask for Barbara (805) 524-2174. (11)

'74 SUZ. GT 550 perfect cond. $1000 with fairing. (714) 546-2974. (11)

GETTING OUT SALE — '75 Bultaco 360 — new in October, gas Girlings, extras, play ridden only. (714) 530-5656. (11)



1) ENDURO TIMEKEEPER ("Dial-A-Enduro") $29.95 (wo/watch $23.95). 2) POCKET WATCH HOLDER $9.95. (10 day trial — $1.00 for post. & hand. — California residents add tax). Bonar Ent., 3128 Auburn Blvd., Sacramento, CA 95821.

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

TD3 Yamaha
Yamaha ½ miler, Barnes wheels, Betor forks, Koni shocks, Champion frame, fresh engine, will trade for dirt bike or pick up or make offer. (209) 291-5571. (10/2x)

1975 GP HUSKY 360, xlnt. condition, taken care of, $1195.00. (714) 922-6786.

1975, 360 Bultaco Astro
Excellent condition, T.C. motor, spares. Need money, $1,200. (316) 663-8000 or (316) 286-5387. (11)

HONDA 125 ELSINORE '73, great condition, trick. Must sell. (213) 365-2135. (11)

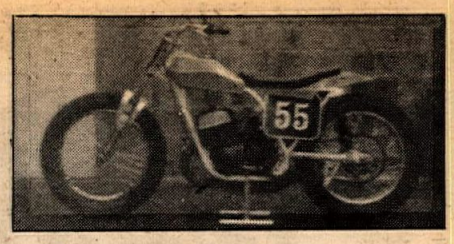
LEATHERS, 6' 1", 170 lbs., Bell Star, skid shoe, $150.00. Days (213) 365-8866, nites (213) 626-5973. (11)

'74 PENTON 125, L.T.D., mag, rear hub/Sun, Yam. front hub/D.I.D., motor is all fresh with everything done. 2-spare wheels, 4-pipes, 2-tanks, super sano, $500. (213) 371-7747. (10/2x)

* '71 Maico 400 *
Never raced, desert tank, skid plate, $475.00. Ask for Jery days (213) 435-1121 ext. 313, nites (714) 893-7091. (11)

1974 Husqvarna 250WR
Good condition — Curnutt shocks & extras, desert-ready, $700.00. (714) 599-6925. (11/2x)

400 CZ '74
Better than new, over $400.00 in extras, excellent condition laydowns and air forks and much more. $600.00 or ? (714) 870-5807. (11)



250 stk. frame, $625
Good condition — fast & reliable. (213) 886-8938. (10)

Triumphs
1963 TR-sled, 500cc, complete rebuilt head, new tires, fiberglass tank, Q-filter. Must sell!! $275 or offer. Also a 1966 TR-Cub with blown 200cc engine — have additional TR 250cc engine. $125 both. (213) 540-7127.

Penton KTM parts at dealer cost
Suzuki of Van Nuys, 16141 Sherman Way, Van Nuys, CA. (213) 994-2800 or (213) 994-2882. (10/TFN)

'75 Bultaco 250 Pursang
Good condition, recent engine work, lay down shocks, plastic fenders, Magura throttle, $825. (213) 340-5727. (11)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

Trackmaster Triumph
Custom single down tube frame — flat track and T.T. equip., Ceriani & Konis, Barnes spools & disc, Sifton 391s and valve train, and mag, 34mm Mikunis, steel, rods, 10½-1 pistons, Eddie Hammon head, gearing & tires. (408) 422-7694 evenings. (10/2x)

'73, 400 WR Husky
Silicone-mag front end, forward mounted silicone Curnutts, new tires, new motor, stored 18 months. Looks brand new, $875.00. Call (213) 540-2409 Torrance. (9/3x)

'69 Bonneville
Like new, stock condition, 8 K mi. (213) 379-4013 days. (11)

Roll bar — Husqvarna
Double, Holbrecth, fits mini-trucks, $50. Trade 5 speed CR transmission for 6-speed WR. (213) 346-6162. (11)

'75 Kawasaki 400, '75 Ossa 175
Excellent condition, set up desert or MX — $825.00 firm. Ossa — ported, Mikuni, Works Performance shocks, trick forks — $925.00. (213) 670-7440 or (714) 996-3241. (10/2x)

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8½ in. Works Kit
$47.50
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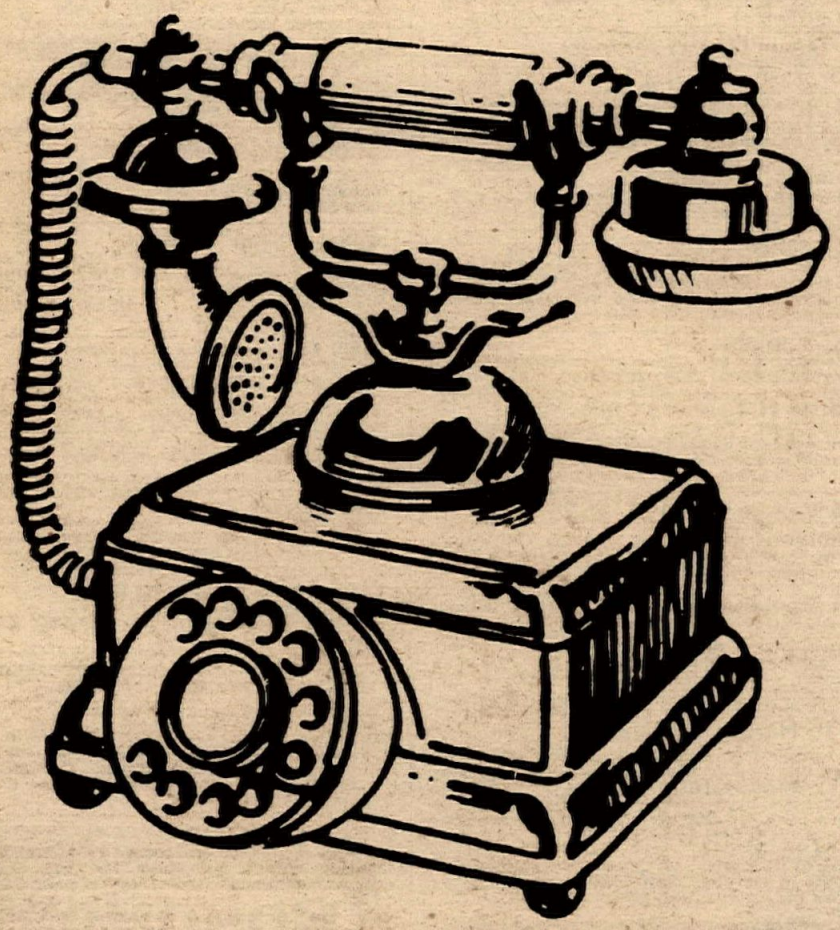

Ask for Rheba & a 1 year subscription to Cycle News.

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Skilled mechanic
To work exclusively on off the road race bikes. Good wages and secure job to the right man. Aero PA, 4452 W. Bul Valley Rd., McHenry, Ill. 60050. (815) 385-4661.

'75 CR125 Honda
10 months new, U.S. Sports sw/arm, Boges, Barnett, D&G head, custom paint, much, much more. All A-1, $650/offer. (213) 361-4181. (11)

650, 840 Triumph hill climbers
Sacrifice, both for $875.00 cash. 650 has won numerous hill climbs and is a beautiful looking bike. (415) 447-8698. (11)

New Moto Plat
For 360 G.P. Husky or any 5 or 6 speed Husky with big mag comes with coil & puller. Day or nite (503) 267-4705. (11)

For sale 1974, 250
Honda Elsinore with skid plate, reed valve & fat Vesco tank, $800.00. Excellent condition. (213) 693-5513. (11)

450 Husky WR
Stock, excellent cond., play ridden only, adult owner. $600. (714) 687-5263. (11)

'75 Bultaco guaranteed
Bought 2/4/76 still has warranty. Got a job, have no time to ride. Bike is still brand new. Make reasonable offer. (213) 244-0278. (11)

'75 CR 250 ELSINORE. DG head, pipe, swinging arm, Marzocchi shock, Flex bars, new top end, new clutch, new rear tire, $850. (714) 689-2730. (11)

'73 KAWASAKI 900cc, 3,000 miles, 4 into one fairing, $1750.00. (213) 698-2881. (11)

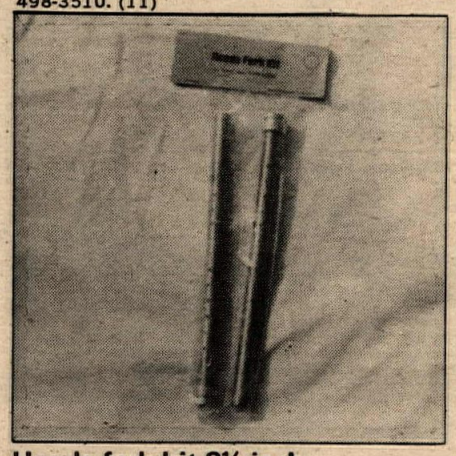
New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

Metric tap & die set
40 piece tungsten steel set with all the accessories to do most jobs on your M/C $13.95 plus tax & postage. CODs, 50¢ extra. Hilesalu Mfg. Co., 322 N. Lima Street, Burbank, CA 91505. (213) 842-3280. (11)

'73 Bultaco Alpina 125cc
Wife's bike, 800 miles, new. First $400 takes it. (714) 846-4751. (11)

1972 M.A.R. OSSA, better than new, stored for 1½ years. Wife's bike, $525.00. Ph. (213) 835-4164 — Larry. (11)

1975 Husky 360 GP
Still new, factory fresh, $1,300. (213) 498-3510. (11)



Honda fork kit 8½ inch
Fits 125 and 250 Elsinore. Our kit gives you a smoother ride with more precise damping, $24.95 plus tax. CODs OK. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (11)

Bultaco Astro
360, reed valves, xlnt. condition, 1974. In storage since July '75. Must sell, $875.00 or offer. (714) 271-8498. (11)

1975, 250 GP Maico
4-speed, excellent condition, $750.00 firm. (714) 675-3457. (11)

WANTED: Hodaka 125 engine or wrecked m/c. (916) 753-7187. (11)

Short rod Norton motors
Two new (never started), short rod 750cc Norton motors. Must sell. Will sell one or both. (309) 699-2700. (11/2x)

'75, 400 mono
Xlnt. cond., desert or MX ready, many extras, $950 or best offer. Must sell. Call (714) 593-1245. (11)

YZ-80 heavy duty crank assembly
Special polished and lightened con-rod, side washer with modified weight, silver cage bottom end roller bearing, wrist pin and top end needle bearing. $60.00. G.J.B. Products, 2411 Angela Street, Simi, CA 93065. (10/3x)

1975 JPR Norton
Full fairing, 290 actual miles, 850cc, $2500 firm. Must sell. (307) 587-3019 or (307) 587-4263. (10/2x)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

'73 trick 400 CZ
Has everything but a tape deck. $600 or best offer. (213) 924-4888. (10/TFN)

Steal a Elsinore 250
Bought new bike, need $, new everything. Call for info. $475. (213) 248-5918. (11)

Yamaha partsman
Full or part time, experienced only. Contact LEN (213) 635-4541. (11)

Yamaha YZ80, $475.00
DG radial head, FMF porting and pipe. DH reed, 26 Mikuni, Fun & Fast air box, Myerscough fork clamp, air forks, moved up Konis, many extras. (714) 581-3579 or (714) 543-0088. (11)

1974 CR 125, $550.00
Quick and super reliable! Webco head, forward mounted Boges, skid plate, new seat and more! (213) 343-1313. (11)

CZ 250 storm machine, $495.00
8 petal RD — 38 Mikuni — E.C. port job — radial HD — gas Girling shocks. Al. swingarm — DID rims — hvy. spokes — YZ tank — Cl. sweep X-chrome RR — Motoplat ignition — Pl. air box and fenders. Andre bars — other goodies. (213) 923-3165. (10/2x)

'75 Maico 250
Good cond., Bilsteins, alloy tank, KTM rear hub, Yamaha front hub, (no brake problems ever), new top end, more extras. $1,000.00 or best offer. (714) 525-2650 days, (714) 871-0712 eves. Ask for Bob. (11)

TA250 Yamaha ½ miler
Champion frame, Betors, S&W, Barnes, new crank & top end, spare barrels, heads, etc. $1800.00. (714) 897-2406 or (714) 531-3787. (11)

Husky 125
Ultra clean, factory porting and pipe, Mikuni, new swingarm, Boges, plastic fenders, many extras, very fast, $550. '71 Husky 250, $450. (213) 592-5469. (11)

CB 350 6 speed transmission
$200.00 close ratio, good for cafe racer. Call Osam, 2411 Angela St., Simi, CA after 9:00 p.m. (805) 522-2958. (11/2x)

'75½ Maico 400
Immaculate condition, extras, less than 10 hours, $995. (213) 676-3950. (11/2x)

'74 Honda XR75 super trick
Cantilevered shocks — CDI snapper — fork kit — big bore kit — new tires & paint — $400.00 steal. (714) 546-1587. (11)

BSA 500 MX
Cheney frame, Koni, Cerianis, Mikuni, $775.00. Call eves (213) 399-1760. (11)

175 Penton
Like new, Mikuni kit, DIDs, Curnutts, ridden only few times, $550. (213) 285-6732. (11)

WILL TRADE new Vesco Skinny Fat tank for new or perfect condition Yamaha aluminum stock MX tank. Call weekdays between 8 a.m. and 5 p.m. (714) 540-7351. (11)

Hodaka
1970, 100cc dirt/street legal. Recent rebuilt engine — new clutch — very reliable. Must sell — $200 or offer. (213) 540-7127. (11)

$15/30/5 LIABILITY INSURANCE, 12 months rates: 70cc's $24, 250cc's $38, 500cc $60, 650cc's $73, 1200cc's $85, (All other coverages available). (213) 679-3318. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (1/TFN)

'74 Bultaco Pursang 250
New piston & low end, new tank, Magura throttle, plastic fenders, moved up Konis, $650. (213) 340-5727. (11)

Bultaco Sherpa T 350, 1973
Very clean, excellent condition, Mikuni, 520 chain, Miller suspension, $625.00. (213) 925-1340. (11)

'75 factory CZ 400
Very fast! $1150. Peter Lamppu (213) 787-0257. (11)

Look like $1000000.00 cheap
Heckel boots — size 10 — $60.00. Bell Super Magnum — size 7-3/8 — $35.00. Chicken leathers nylon Grand Prix pants — size 32-34 — $25.00. Walters kidney belt — $10.00. All used once. $100.00 takes everything. (714) 494-2591. (11)

'73 Yamaha TD3 twin
Champion frame, Barnes wheels, super fast, excellent condition, many xtras. Must sell, $1500.00. (714) 531-4211. (11)

'73 TL125 Honda
Excellent playbike or trailer, sano. $425.00. (714) 557-1171. (11)

SIDECAR motocross is coming to Carlsbad March 21. (213) 433-0886. (11)

Yamaha 125 MX laid down shox
Ceriani forks and stockers, new tire & sprocket. Just rebuilt, $335, no reasonable offer refused. (213) 424-0012. (11)

125 Yamaha monoshock
'76, 8" travel forks, runs and handles great, ridden little, $675.00. (213) 285-6084. (11)

Great family bikes
50cc Indian 1974, $200. XR 75 Honda 1973, $250. 360 Bultaco Alpina 1973, $250. (714) 595-8390. (11)

8½" Maico forks
New alloy Marzocchi, $190.00. Motocross Brake Service, 7545 Industiral Way, Stanton, CA. (714) 897-9986. (10/2x)

'75 Bultaco 360 Pursang new!
Approx. 15 hrs. on bike, all stock except, gas Girlings, D.I.D., plastic fenders and filter. $895.00 or first best offer. (213) 423-1919.

Tour Spain
with Barbara and Gene Mattison on your choice of Bultacos for three or more weeks in September 1976. For more information send stamped self addressed envelope to: Gene Mattison, 2205 California St., Redding, CA 96001. (11)

Getting married
It finally happened, must sell '70 Maico 400, MX tank, Wheelsmith, Petty, Goodyear. Just collecting dust now. $325.00 or offer. Eves. (213) 438-5186. (11)

'73, 400 Maico
Clean, fast, trick. $750.00 or best. (213) 421-9176. (10/2x)

Experienced Honda sales person
Experienced Honda partsman contact: Hacienda Heights Honda, 507 N. Azusa, La Puente, CA. (213) 968-6461. (11)

Yamaha store manager!!!
Fully experienced only need apply, excellent salary! 3580 E. Pacific Coast Hwy., Long Beach. (213) 597-3317. (11)

CZ 400
Red frame, FMS, Marzocchi gas shocks, air forks, more, $700.00. (213) 633-4836. (11)

DMG is flattered
By the growing list of cheepo copies. Although we do not like to think of ourselves as just another alphabet company, we are flattered that one of those companies with a name that sounds like a mechanical birth control device would spend so much money to copy our up-down pipe. Our pipes are still $74.95 because our pipes are build by racers for racers, not just stamped on an assembly line. DMG Enterprises, 725 Battery St., San Pedro, CA 90731. (11)

Dinousaurs rise again
(11/2x)

'74 Penton 250 enduro, $775
Penton with Konis & 100 Rickman '71 with '73 engine. (213) 420-5390 work, (213) 865-4962 home. (11)

FMF factory race bike
125 Yamaha mono, excellent condition. Make offer over $900.00. (213) 545-0660. (11)

$500.00 your choice
'73, 360 MX Yam. and '70 Bultaco Astro. Both have spare wheels & parts. Also 360 Yam. flattracker, Ascot ready, Red Line, Barnes, etc. $750.00. All for $1600.00. After 6 p.m. (213) 328-3327. (11/2x)

VESCO — YELLOW 2.2 GALLON TANK and mounts. Fits 125 monoshocker. Little used, $20.00. (213) 823-3509 or (213) 398-3696. (11)

'75 Suzuki GT 750, $695
Has front end damage. Can be seen at California Suzuki, 1915 E. Katella, Orange. Ask for Phil (714) 639-7771. (11/2x)

'75¾, 250 Bultaco Pursang
Excellent condition, plastic fenders, gas Girlings, T.O.P., financing available. (714) 638-0929. (11)

Super 125 & custom trailer
1975 Honda monoshock, crank balanced, FMF pipe, porting and head, gears undercut, Kal Guarded, H.D. front wheel, 250 chain kit, H.D. clutch, fork kit, 30mm carb. 3-rail H.D. custom trailer by Aragon. Make offer. Will consider trade for car/pick up — no junk — both bike and trailer in excellent condition. (805) 258-4013. (11)

Cleaning house
360 MX 1973 Yamaha, great desert bike w/desert tank, $500. Trials 250, 1974 Yamaha, clean & low mi., $700. 100 Kawasaki enduro, knobbies, 1200 mi., $250. (714) 595-8390. (11)

'73 MX Yamaha 125
175, top end, high compression head, much more, $375.00. (213) 280-1559. (11)

FMF racer
Hasn't been ridden in 6 months, has everything. S&W forks, Andres, alloy tank, D&G & FMF heads and pipes, FMF porting, Profab swingarm, alloy Konis, much more. $625.00. (213) 731-0076 or (213) 731-0079. (11)

'74—CR-125 HONDA stock, like new, $475.00. (213) 426-6336. (11)

'73, 250 CZ
Curnutts, electronic ignition, Mikuni, DIDs, ridden little, professionally maintained, $500.00. (213) 249-4565. (11)

'74 CZ 250
Black frame, ridden under 20 hrs., extras, $495/offer (need cash). (213) 832-3415 or (213) 592-2768. (11)

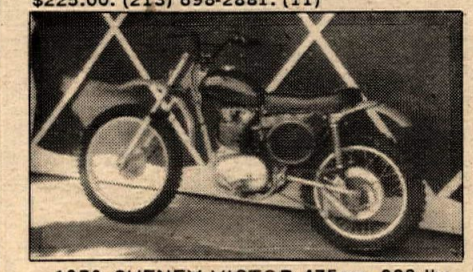
** '74 Suzuki TM 125 $375 **
or best offer. Boge shocks, fork kit, and much more. (805) 251-1641. (11)

Boo Sierra Club!
"Improve the desert — plant a Sierra Clubber." Heavy duty, 100% cotton, lime green accent. Size: Small, medium, large, & X-large; $4.95 each. Bumper stickers $1.00 each. Send check to: Quick at Quill, P.O. Box 8103, La Crescenta, Calif. 91214 (Calif. residents add 6% sales tax). Dealer inquiries invited. (10/2x)

Bell Motostar — brand new
7¼, w/duckbill, pro equipment bag, $65.00. (213) 379-7254. (11)

'72 Yam. MX & '74 Yam. tracker
250cc DT2 MX in mint condition, completely rebuilt inside & out! Many spares, $450.00. '74, 360cc Champion frame, Betors, Girlings, ported, etc. Fast, reliable, $1000.00. (714) 870-8561. (11/2x)

4-RAIL large wheel bike trailer, new tags, $225.00. (213) 698-2881. (11)



1970 CHENEY VICTOR 475ccs, 229 lbs., super sano, $750.00. Glendora (213) 963-7321. (11)

'75 Penton 175-'73 Honda CR 250
"My playbikes," never raced! Rarely used. Penton Jackpiner MX in showroom cond. $825 or ?? Elsinore has many xtras. You won't find a better one, $725 or ?? (213) 425-5898. (11)

Fast '76, 125 monoshock
Blueprinted motor, 32mm Mikuni, modified trans., fresh engine, K&N filters, extra padded seat, 8 inch front, 9½ inch rear, Cheng Shin rear, $850.00. (213) 339-7232. (11)

TA 250 Champion
Yamaha ½ miler, Ceriani forks, S&W, Barnes wheels, disc, eight races since brand new, perfect condition. Will deliver anywhere for $1500.00. Ask for Bob (303) 447-0859 or (303) 447-9559. (11)

Fender salesman
Must know all types of bikes, own car, gas expense, 10% com. 336E E. Carson, Carson, CA 90745. (213) 549-6966. (11)

Husqvarna Suzuki
'73 Husqvarna 400 or CR. Ex. cond., super fast & dependable, $650.00. '75 Suzuki 125 RM, brand new, big carb., air forks, mod. pipe, $695.00. (714) 528-6443. (11)

Super sano 400 Yamaha
Port work, monomod, Terry kit, J-bars, super gears in tranny and much more. Like new, expertly maintained. Why selling? . . . Got sponsor. $895.00. (213) 352-2803. (11)

DODGE 1-TON VAN, 1972, 55,000, 45 gal. tank, carpet, paneling, V-8 auto, air, bed, seats, headers, new tires, excellent cond. $3300.00. (213) 477-4327. (11)

'75 Maico 400, $850.00
My Maico is very clean, and in racing condition. I would be racing it, if I wasn't selling it!! (213) 785-0570. (11)

'75, 400 Yamaha mono
3½ gal. Vesco tank, long travel front end, mono mod, chain tensioner. Starts first kick, runs all day long, looks new, $875.00. Call (213) 540-2409 Torrance. (11)

CR-125 PARTS — DG radial head, $20.00. Pro-fab swingarm, $50.00. Gas Girling shocks 13½" w/springs, $65.00. 32mm Mikuni, $25.00. 30mm Mikuni, $20.00. (714) 544-7108. (11)

1973½ MONTESA V.R. must sell immediately, clean, stock, $500. (714) 529-7471. (11)

250 YZ monoshocker
8½" G.P. rear end, air forks, new engine, fork seals, tires, filter, 28mm carb., pipe. Surgery on knee reason for sale. Make offer. (714) 521-7778. (11)

YAMAHA YZ 80 MONO, air forks, radial head, Works pipe, 28mm carb., super fast. (714) 737-4012. (11)

'63 TRIUMPH BONNEVILLE 650cc. 18,000 orig. miles, very little work to restore to showroom condition, runs good, $995. (714) 987-7820. (11)

'73 Rickman Hodaka Super Rat
100cc MX winner — A1 condition, many extras, $350.00. (213) 375-0891. (11)

360 Champion Yamaha TT, ST, ½
'73 motor, 19" rear wheel, conical front brake, or spool, Cerianis, Konis, fast and reliable. Keith Moss, $1175.00 or offer. (714) 722-8711 work, (714) 757-3662 after 6:30 p.m. (11)

SUZUKI 370 RM, $1095 firm. Serious inquiries only. (213) 283-9866. (11)

1971 YAMAHA 250. DIRT READY, original owner, dependable, runs excellent, cylinder ported, plastic fenders. $300.00 or trade? (714) 554-2257. (11)

Suzuki TM 125, '74
Immaculate, moved up Boges/w coolers, SW fork springs/air fokrs, Maguras, bronze s/arm bush. Chain tensioner and more. $600.00. (213) 755-0511. (11)

'73 Yamaha 360 MX
Middle aged desert tourer wants to do it in the snow. Clean, excellent condition, new rubber. $550 or less with ski equipment in trade. (714) 830-0174. (11)

750 Triumph factory head
Championship winning, flow tested, dyno proven port design. Special 1¾" intake valves, special racing guides, springs, collars & keepers. All new, $250.00. (213) 966-3300.

'74½ HONDA 250 ELSINORE, gas Bilsteins, good condition, $700.00. (714) 986-0985. (11)

'75 Yamaha YZ
250 monoshock, raced very little. New electrical system, $825. (213) 443-7283. (11)

Piston separate for air forks
Prevent an equal air pressure & foaming. More positive dampening. Testing has shown as much as 8 lb. or more pressure change in normal air forks. But with our piston no change could be detected. $9.95 for piston set. $7.95 for Honing forks. Are sent back same day. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (11)

Cheney Triumph 500
Nickel frame, fresh engine and trans, alloy rims, thermo flows, CZ front wheel, fresh tire, $950/reasonable offer. (213) 370-2667. (11)

Wanted cherry
gas tank, stock, 250 Elsinore. Will pay $25.00. (213) 634-3015. (11)

Two 250s, Honda and Husky
Both CRs with forward Konis on Husky, many extras. $600-$700. (714) 544-0782. (after 5 p.m.) (11)

'72, 250 CZ — $550.00. '72 Honda XL 250 — $550.00. 5x7 trailer, $250.00, all excellent condition. (714) 826-1085. (11)

1976 Elsinore 125
Still in crate. $939.00 complete. (213) 394-8216 days or (213) 457-3887 eves. (11)

10½' Travel Queen camper
4½ cu. ft., 3 way refrigerator, play cool cooler, jacks, bumper, stove with oven, 110v to 12v connector, bathroom chemical toilet, $1295. Other extras. (213) 326-7471. (11)

BULTACO SHERPA-T 250cc trails. Girlings, Renthal bars, Hallcraft spokes, plastic fenders, tools, and other stuff; a steal at $395. (714) 286-2860, show time, boys. (11)

Garage sale
1974 Yam. 100 MX, Noguchi pipe—$365. 1973 Suz. TM 250, Bassani, Trickit, Curnutts, P.P.s, plastic tank, $375. 1973 Honda CB100 street legal, $275. (213) 379-8558. (11)

Sell or trade
1974 Yamaha 250 YZ in excellent condition, lay down Konis, extras. $650.00 or best offer or trade for 360 Pursang. (805) 922-2473.

1974, 400 Maico
Wheelsmith FMS, pipe, GP aluminum Boges, plastic DIF, GP front springs, pegs, chain tensioner, extras, super sano, $1,000. (213) 498-3510. (11)

'73 Maico 250 radial, $595
Raced by CMC Pro, forward mounted Konis, Wheelsmith porting, pipe, milled head, fork extension, DIDs, Twin Air, Andres, everything. Great condition, must sell immediately. (213) 832-6844. (11)

'75 Bultaco 125
Desperate! No decent offer refused! (213) 352-3581. (11)

Husky 250 Six Days
MX frame with lights, street legal, tool bag & spares. Will deliver free Cal. Ore., Wash. $550.00. Any time (503) 267-4705. (11)

'72 Yamaha 250 enduro
Set up for desert, 450 knobby, Trickit kit, plastic fenders, fork brace, Filtron, compression release and more. Excellnt condition, $425. (714) 897-9342. (11)

Jawa speedway bike
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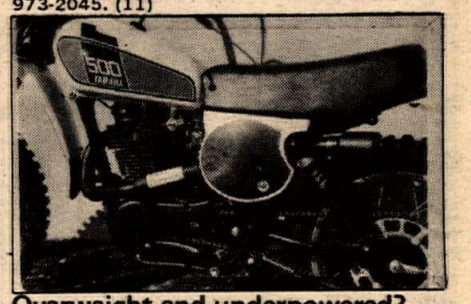

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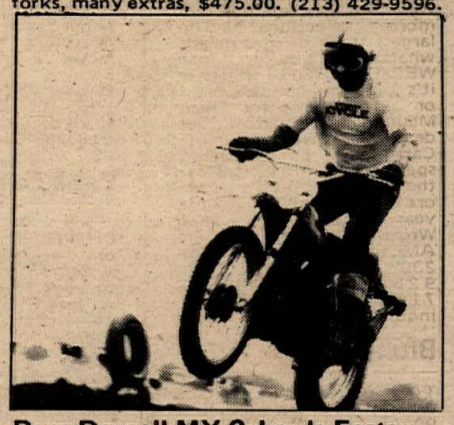

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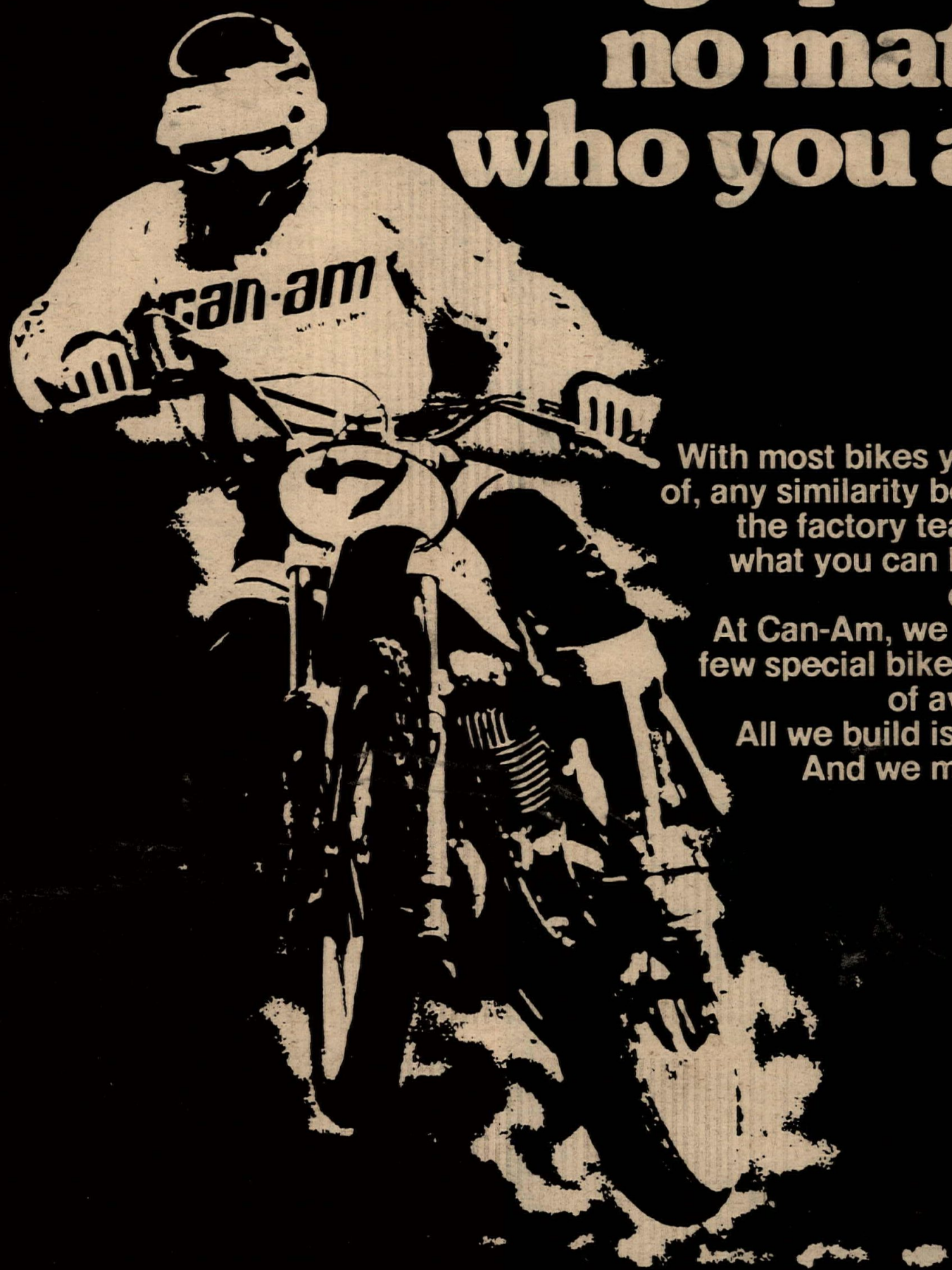

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